

CLERK'S COPY

Vol. II

RECORD OF DECISIONS

Supreme Court of the United States

NOTICE OF DECISION

No. 182

THE PENNSYLVANIA RAILROAD COMPANY, THE
ATCHAFALYA, TOPEKA AND SANTA FE RAILWAY
COMPANY, THE BALTIMORE AND OHIO RAIL-
ROAD COMPANY, ET AL, APPELLANTS,

THE UNITED STATES OF AMERICA, INTERSTATE
COMMERCE COMMISSION, D. & STICKELL &
SONS, INC.

APPEAL FROM THE DISTRICT COURT OF THE UNITED STATES FOR
THE DISTRICT OF MARYLAND

FILED JUNE 11, 1941

{

SUPREME COURT OF THE UNITED STATES

OCTOBER TERM, 1944

No. 182

THE PENNSYLVANIA RAILROAD COMPANY, THE
ATCHISON, TOPEKA AND SANTA FE RAILWAY
COMPANY, THE BALTIMORE AND OHIO RAIL-
ROAD COMPANY, ET AL., APPELLANTS,

vs.

THE UNITED STATES OF AMERICA, INTERSTATE
COMMERCE COMMISSION, D. A. STICKELL &
SONS, INC.

APPEAL FROM THE DISTRICT COURT OF THE UNITED STATES FOR
THE DISTRICT OF MARYLAND

VOL. II

INDEX

Record from D. C. U. S., District of Maryland—Continued
Exhibit in evidence—Proceedings before the Interstate
Commerce Commission in Docket No. 28647—Con-
tinued

Exhibits—Continued

	Original	Print
Exhibit No. "51"—Statement showing out of route or back haul charges application in connection with grain, carloads, made into feed, etc.....	750	418
Exhibit No. "48"—Diagrams illustrating present P. R. R. routes vs. theoretical routes to establish transit point on direct line; also mileages.....	763	431
Exhibit No. "49"—Statement showing P. R. R. haul from representative C. F. A. grain origin points to representative local destinations, etc.	764	432
Exhibit No. "50"—Statement showing out of route or back haul charges applicable in connec- tion with grain, carloads, made into feed, etc...	765	433

JUDD & DETWEILER (INC.), PRINTERS, WASHINGTON, D. C., NOVEMBER 3, 1944.

[fol. 750]

EXHIBIT No. 51

Statement Showing Out of Route or Back Haul Charges Applicable in Connection with Grain, Carloads, Made into Feed, Under Applicable Milling and Mixing in Transit Tariffs, at Hagerstown, Md., Contrasted with Similar Charges at Other Feed Mixing Points on the Pennsylvania Railroad When Originating at Chicago, Ill., and Destined Representative Eastern Points on the Pennsylvania Railroad; also Mileage and Comparative Data.

CD-804

[fol. 751]

Sheet # 2.

TRANSIT AT HAGERSTOWN, MD.

TRANSIT AT BEDFORD, PA.

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Destination	P. R. R. Miles Chicago, Ill., to Hagers- town, Md.	P. R. R. Miles Hagers- town, Md., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via Hagers- town, Md.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess P. R. R. Mileage Via Hagers- town, Md.	Percentage Excess Mile- age Is of Distance Chicago, Ill. to Destina- tion (Column F Is of Column E)	Out of Route Charge (Cents Per 100 Pounds)	P. R. R. Miles Chicago, Ill., to Bed- ford, Pa.	P. R. R. Miles Bed- ford, Pa., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via Bed- ford, Pa.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess P. R. R. Mileage Via Bed- ford, Pa.	Percentage Excess Mile- age Is of Distance Chicago, Ill., to Destina- tion (Column M Is of Column L)	Out of Route Charge (Cents Per 100 Pounds)
New York, N. Y.....	791	268	1,059	910	149	16.37%	4.5	630	353	983	910	73	8.02%	3.0
Freehold, N. J.....	791	236	1,027	878	149	16.97	4.5	630	321	951	878	73	8.31	3.0
Whitings, N. J.....	791	231	1,022	873	149	17.07	4.5	630	316	946	873	73	8.36	3.0
Philadelphia, Pa.....	791	186	977	828	149	18.00	4.5	630	271	901	828	73	8.82	3.0
Lambertville, N. J.....	791	218	1,009	860	149	17.33	4.5	630	303	933	860	73	8.49	3.0
Downingtown, Pa.....	791	148	939	790	149	18.86	4.5	630	233	863	790	73	9.24	3.0
Birdsboro, Pa.....	791	188	979	830	149	17.95	4.5	630	273	903	830	73	8.80	3.0
Havre de Grace, Md.....	791	148	939	790	149	18.86	4.5	630	233	863	790	73	9.24	3.0
Baltimore, Md.....	791	156	947	801	146	18.23	4.5	630	244	874	801	73	9.11	3.0
Pope's Creek, Md.....	791	229	1,020	874	146	16.70	4.5	630	317	947	874	73	8.35	3.0
Dagsboro, Del.....	791	258	1,049	900	149	16.56	4.5	630	343	973	900	73	8.11	3.0
Salisbury, Md.....	791	260	1,051	902	149	16.52	4.5	630	345	975	902	73	8.09	3.0
Exmore, Va.....	791	326	1,117	968	149	15.39	4.5	630	411	1,041	968	73	7.54	3.0
Franklin City, Va.....	791	300	1,091	942	149	15.82	4.5	630	385	1,015	942	73	7.75	3.0
Chestertown, Md.....	791	216	1,007	858	149	17.37	4.5	630	301	931	858	73	8.51	3.0
TOTAL.....		3,368	15,223	13,004	2,229				4,649	14,099	13,004			
AVERAGE.....	791	224.5	1,015.5	866.9	148.6	17.14%	4.5	630	309.9	939.9	866.9	73	8.42%	3.0
							P. R. R. I. C. C. 2442							P. R. R. I. C. C. 2442

Tariff Reference for Mileages: P. R. R. I. C. C. 398.

CD-804-2

TRANSIT AT HAGERSTOWN, MD.

TRANSIT AT CUMBERLAND, MD.

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Destination	P. R. R. Miles Chicago, Ill., to Hagers- town, Md.	P. R. R. Miles Hagers- town, Md., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via Hagers- town, Md.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess Mileage Via Hagers- town, Md.	Percentage Excess Mile- age Is of Distance Chicago, Ill., to Destina- tion (Column F Is of Column E)	Out of Route Charge (Cents Per 100 Pounds)	P. R. R. Miles Chicago, Ill., to Cumber- land, Md.	P. R. R. Miles Cumber- land, Md., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via Cumber- land, Md.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess Mileage Via Cumber- land, Md.	Percentage Excess Mile- age Is of Distance Chicago, Ill., to Destina- tion (Column M Is of Column L)	Out of Route Charge (Cents Per 100 Pounds)
New York, N. Y.....	791	268	1,059	910	149	16.37%	4.5	667	390	1,057	910	147	16.15%	4.5
Freehold, N. J.....	791	236	1,027	878	149	16.97	4.5	667	358	1,025	878	147	16.74	4.5
Whitings, N. J.....	791	231	1,022	873	149	17.07	4.5	667	353	1,020	873	147	16.84	4.5
Philadelphia, Pa.....	791	186	977	828	149	18.00	4.5	667	308	975	828	147	17.75	4.5
Lambertville, N. J.....	791	218	1,009	860	149	17.33	4.5	667	340	1,007	860	147	17.09	4.5
Downingtown, Pa.....	791	148	939	790	149	18.86	4.5	667	270	937	790	147	18.61	4.5
Birdsboro, Pa.....	791	188	979	830	149	17.95	4.5	667	310	977	830	147	17.71	4.5
Havre de Grace, Md.....	791	148	939	790	149	18.86	4.5	667	270	937	790	147	18.61	4.5
Baltimore, Md.....	791	156	947	801	146	18.23	4.5	667	281	948	801	147	18.35	4.5
Pope's Creek, Md.....	791	229	1,020	874	146	16.70	4.5	667	354	1,021	874	147	16.82	4.5
Dagsboro, Del.....	791	258	1,049	900	149	16.56	4.5	667	380	1,047	900	147	16.33	4.5
Salisbury, Md.....	791	260	1,051	902	149	16.52	4.5	667	382	1,049	902	147	16.30	4.5
Exmore, Va.....	791	326	1,117	968	149	15.39	4.5	667	448	1,115	968	147	15.19	4.5
Franklin City, Va.....	791	300	1,091	942	149	15.82	4.5	667	422	1,089	942	147	15.61	4.5
Chestertown, Md.....	791	216	1,007	858	149	17.37	4.5	667	338	1,005	858	147	17.13	4.5
TOTAL.....		3,368	15,223	13,004	2,229				5,204	15,209	13,004			
AVERAGE.....	791	224.5	1,015.5	866.9	148.6	17.14%	4.5	667	346.9	1,013.9	866.9	147	16.96%	4.5
							P. R. R. I. C. C. 2442							P. R. R. I. C. C. 2220

Tariff Reference for Mileages: P. R. R. I. C. C. 398.

CD-804-3

[fol. 753]

TRANSIT AT HAGERSTOWN, MD.

TRANSIT AT DILLSBURG, PA.

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Destination	P. R. R. Miles Chicago, Ill., to Hagers- town, Md.	P. R. R. Miles Hagers- town, Md., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via Hagers- town, Md.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess P. R. R. Mileage Via Hagers- town, Md.	Percentage Excess Mile- age Is of Distance Chicago, Ill. to Destina- tion (Column F Is of Column E)	Out of Route Charge (Cents Per 100 Pounds)	P. R. R. Miles Chicago, Ill., to Dills- burg, Pa.	P. R. R. Miles Dills- burg, Pa., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via Dills- burg, Pa.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess P. R. R. Mileage Via Dills- burg, Pa.	Percentage Excess Mile- age Is of Distance Chicago, Ill., to Destina- tion (Column M Is of Column L)	Out of Route Charge (Cents Per 100 Pounds)
New York, N. Y.....	791	268	1,059	910	149	16.37%	4.5	734	211	945	910	35	3.85%	4.5
Freehold, N. J.....	791	236	1,027	878	149	16.97	4.5	734	179	913	878	35	3.99	4.5
Whitings, N. J.....	791	231	1,022	873	149	17.07	4.5	734	174	908	873	35	4.01	4.5
Philadelphia, Pa.....	791	186	977	828	149	18.00	4.5	734	129	863	828	35	4.23	4.5
Lambertville, N. J.....	791	218	1,009	860	149	17.33	4.5	734	161	895	860	35	4.07	4.5
Downingtown, Pa.....	791	148	939	790	149	18.86	4.5	734	91	825	790	35	4.43	4.5
Birdsboro, Pa.....	791	188	979	830	149	17.95	4.5	734	131	865	830	35	4.22	4.5
Havre de Grace, Md.....	791	148	939	790	149	18.86	4.5	734	90	824	790	34	4.30	4.5
Baltimore, Md.....	791	156	947	801	146	18.23	4.5	734	99	833	801	32	4.00	4.5
Pope's Creek, Md.....	791	229	1,020	874	146	16.70	4.5	734	172	906	874	32	3.66	4.5
Dagsboro, Del.....	791	258	1,049	900	149	16.56	4.5	734	201	935	900	35	3.89	4.5
Salisbury, Md.....	791	260	1,051	902	149	16.52	4.5	734	203	937	902	35	3.88	4.5
Exmore, Va.....	791	326	1,117	968	149	15.39	4.5	734	269	1,003	968	35	3.62	4.5
Franklin City, Va.....	791	300	1,091	942	149	15.82	4.5	734	243	977	942	35	3.72	4.5
Chestertown, Md.....	791	216	1,007	858	149	17.37	4.5	734	159	893	858	35	4.08	4.5
TOTAL.....	791	3,368	15,223	13,004	2,229	17.14%	4.5	734	2,512	13,522	13,004	518	3.98%	4.5
AVERAGE.....	791	224.5	1,015.5	866.9	148.6	17.14%	P. R. R. I. C. C. 2442		167.5	901.5	866.9	34.5		P. R. R. I. C. C. 2220

Tariff Reference for Mileages: P. R. R. I. C. C. 398.

CD-804-4

[fol. 754]

Sheet # 5.

TRANSIT AT HAGERSTOWN, MD.

TRANSIT AT ELIZABETHVILLE, PA.

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Destination	P. R. R. Miles Chicago, Ill., to Hagers- town, Md.	P. R. R. Miles Hagers- town, Md., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via Hagers- town, Md.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess Mileage Via Hagers- town, Md.	Percentage Excess Mile- age Is of Distance Chicago, Ill. to Destina- tion (Column F Is of Column E)	Out of Route Charge (Cents Per 100 Pounds)	P. R. R. Miles Chicago, Ill., to Eliza- beth- ville, Pa.	P. R. R. Miles Eliza- beth- ville, Pa., to Desti- nation	P. R. R. Miles Chicago, Ill., to Destina- tion Via Eliza- beth- ville, Pa.	P. R. R. Miles Chicago, Ill., to Desti- nation	Excess P. R. R. Mileage Via Eliza- beth- ville, Pa.	Percentage Excess Mile- age Is of Distance Chicago, Ill., to Destina- tion (Column M Is of Column L)	Out of Route Charge (Cents Per 100 Pounds)
New York, N. Y.	791	268	1,059	910	149	16.37%	4.5	731	227	958	910	48	5.27%	2.75
Freehold, N. J.	791	236	1,027	878	149	16.97	4.5	731	195	926	878	48	5.47	2.75
Whitings, N. J.	791	231	1,022	873	149	17.07	4.5	731	190	921	873	48	5.50	2.75
Philadelphia, Pa.	791	186	977	828	149	18.00	4.5	731	145	876	828	48	5.80	2.75
Lambertville, N. J.	791	218	1,009	860	149	17.33	4.5	731	177	908	860	48	5.58	2.75
Downingtown, Pa.	791	148	939	790	149	18.86	4.5	731	107	838	790	48	6.08	2.75
Birdsboro, Pa.	791	188	979	830	149	17.95	4.5	731	147	878	830	48	5.78	4.00
Havre de Grace, Md.	791	148	939	790	149	18.86	4.5	731	107	838	790	48	6.08	2.75
Baltimore, Md.	791	156	947	801	146	18.23	4.5	731	119	850	801	49	6.12	2.75
Pope's Creek, Md.	791	229	1,020	874	146	16.70	4.5	731	192	923	874	49	5.61	2.75
Dagsboro, Del.	791	258	1,049	900	149	16.56	4.5	731	217	948	900	48	5.33	2.75
Salisbury, Md.	791	260	1,051	902	149	16.52	4.5	731	219	950	902	48	5.32	2.75
Exmore, Va.	791	326	1,117	968	149	15.39	4.5	731	285	1,016	968	48	4.96	2.75
Franklin City, Va.	791	300	1,091	942	149	15.82	4.5	731	259	990	942	48	5.10	2.75
Chestertown, Md.	791	216	1,007	858	149	17.37	4.5	731	175	906	858	48	5.59	2.75
TOTAL .....	...	3,368	15,233	13,004	2,229	...	...	...	2,761	13,726	13,004	722	...	42.50
AVERAGE	791	224.5	1,015.5	866.9	148.6	17.14%	4.5	731	184.1	915.1	866.9	48.1	5.55%	2.83
							P. R. R. I. C. C. 2442							P. R. R. I. C. C. 2220

Tariff Reference for Mileages: P. R. R. I. C. C. 398.

CD-804-5

[fol. 755]

TRANSIT AT HAGERSTOWN, MD.

TRANSIT AT FREDERICK, MD.

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Destination	P. R. R. Miles Chicago, Ill., to Hagers- town, Md.	P. R. R. Miles Hagers- town, Md., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via Hagers- town, Md.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess P. R. R. Mileage Via Hagers- town, Md.	Percentage Excess Mile- age Is of Distance Chicago, Ill. to Destina- tion (Column F Is of Column E)	Out of Route Charge (Cents Per 100 Pounds)	P. R. R. Miles Chicago, Ill., to Fred- erick, Md.	P. R. R. Miles Fred- erick, Md., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via Fred- erick, Md.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess P. R. R. Mileage Via Fred- erick, Md.	Percentage Excess Mile- age Is of Distance Chicago, Ill., to Destina- tion (Column M Is of Column L)	Out of Route Charge (Cents Per 100 Pounds)
New York, N. Y.....	791	268	1,059	910	149	16.37%	4.5	799	239	1,038	910	128	14.07%	3.25
Freehold, N. J.....	791	236	1,027	878	149	16.97	4.5	799	207	1,006	878	128	14.58	3.25
Whitings, N. J.....	791	231	1,022	873	149	17.07	4.5	799	202	1,001	873	128	14.66	3.25
Philadelphia, Pa.....	791	186	977	828	149	18.00	4.5	799	157	956	828	128	15.46	3.25
Lambertville, N. J.....	791	218	1,009	860	149	17.33	4.5	799	189	988	860	128	14.88	3.25
Downingtown, Pa.....	791	148	939	790	149	18.86	4.5	799	119	918	790	128	16.21	3.25
Birdsboro, Pa.....	791	188	979	830	149	17.95	4.5	799	159	958	830	128	15.42	3.25
Havre de Grace, Md.....	791	148	939	790	149	18.86	4.5	799	114	913	790	123	15.57	3.25
Baltimore, Md.....	791	156	947	801	146	18.23	4.5	799	112	911	801	110	13.73	3.25
Pope's Creek, Md.....	791	229	1,020	874	146	16.70	4.5	799	185	984	874	110	12.59	3.25
Dagsboro, Del.....	791	258	1,049	900	149	16.56	4.5	799	227	1,026	900	126	14.00	3.25
Salisbury, Md.....	791	260	1,051	902	149	16.52	4.5	799	229	1,028	902	126	13.97	3.25
Exmore, Va.....	791	326	1,117	968	149	15.59	4.5	799	295	1,094	968	126	13.02	3.25
Franklin City, Va.....	791	300	1,091	942	149	15.82	4.5	799	269	1,068	942	126	13.38	3.25
Chestertown, Md.....	791	216	1,007	858	149	17.37	4.5	799	185	984	858	126	14.69	3.25
TOTAL.....	...	3,368	15,223	13,004	2,229	...	...	...	2,888	14,873	13,004	1,869	...	...
AVERAGE.....	791	224.5	1,015.5	866.9	148.6	17.14%	4.5	799	192.5	991.5	866.9	124.6	14.37%	3.25
							P. R. R. I. C. C. 2442							P. R. R. I. C. C. 2220

Tariff Reference for Mileages: P. R. R. I. C. C. 398.

CD-804-6

[fol. 756]

Sheet #7.

TRANSIT AT HAGERSTOWN, MD.

TRANSIT AT GREENCASTLE, PA.

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Destination	P. R. R. Miles Chicago, Ill., to Hagers- town, Md.	P. R. R. Miles Hagers- town, Md., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via Hagers- town, Md.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess P. R. R. Mileage Via Hagers- town, Md.	Percentage Excess Mile- age Is of Distance Chicago, Ill. to Destina- tion (Column F Is of Column E)	Out of Route Charge (Cents Per 100 Pounds)	P. R. R. Miles Chicago, Ill., to Green- castle, Pa.	P. R. R. Miles Green- castle, Pa., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via Green- castle, Pa.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess P. R. R. Mileage Via Green- castle, Pa.	Percentage Excess Mile- age Is of Distance Chicago, Ill., to Destina- tion (Column M Is of Column L)	Out of Route Charge (Cents Per 100 Pounds)
New York, N. Y.....	791	268	1,059	910	149	16.37%	4.5	780	257	1,037	910	127	13.96%	4.5
Freehold, N. J.....	791	236	1,027	878	149	16.97	4.5	780	225	1,005	878	127	14.46	4.5
Whitings, N. J.....	791	231	1,022	873	149	17.07	4.5	780	220	1,000	873	127	14.55	4.5
Philadelphia, Pa.....	791	186	977	828	149	18.00	4.5	780	175	955	828	127	15.34	4.5
Lambertville, N. J.....	791	218	1,009	860	149	17.33	4.5	780	207	987	860	127	14.77	4.5
Downingtown, Pa.....	791	148	939	790	149	18.86	4.5	780	137	917	790	127	16.08	4.5
Birdsboro, Pa.....	791	188	979	830	149	17.95	4.5	780	177	957	830	127	15.30	4.5
Havre de Grace, Md.....	791	148	939	790	149	18.86	4.5	780	137	917	790	127	16.08	4.5
Baltimore, Md.....	791	156	947	801	146	18.23	4.5	780	145	925	801	124	15.48	4.5
Pope's Creek, Md.....	791	229	1,020	874	146	16.70	4.5	780	218	998	874	124	14.19	4.5
Dagsboro, Del.....	791	258	1,049	900	149	16.56	4.5	780	247	1,027	900	127	14.11	4.5
Salisbury, Md.....	791	260	1,051	902	149	16.52	4.5	780	249	1,029	902	127	14.08	4.5
Exmore, Va.....	791	326	1,117	968	159	15.39	4.5	780	315	1,095	968	127	13.12	4.5
Franklin City, Va.....	791	300	1,091	942	149	15.82	4.5	780	289	1,069	942	127	13.48	4.5
Chestertown, Md.....	791	216	1,007	858	149	17.37	4.5	780	205	985	858	127	14.80	4.5
TOTAL.....	...	3,368	15,223	13,004	2,229	...	...	...	3,203	14,903	13,004	1,899	...	...
AVERAGE.....	791	224.5	1,015.5	866.9	148.6	17.14%	4.5	780	213.5	993.5	866.9	126.6	14.60%	4.5
							P. R. R. I. C. C. 2442							P. R. R. I. C. C. 2220

Tariff Reference for Mileages: P. R. R. I. C. C. 398.

CD-804-7

TRANSIT AT HAGERSTOWN, MD.

TRANSIT AT LITTLESTOWN, PA.

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Destination	P. R. R. Miles Chicago, Ill., to Hagers- town, Md.	P. R. R. Miles Hagers- town, Md., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via Hagers- town, Md.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess P. R. R. Mileage Via Hagers- town, Md.	Percentage Excess Mile- age Is of Distance Chicago, Ill. to Destina- tion (Column F Is of Column E)	Out of Route Charge (Cents Per 100 Pounds)	P. R. R. Miles Chicago, Ill., to Littles- town, Pa.	P. R. R. Miles Littles- town, Pa., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via Littles- town, Pa.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess P. R. R. Mileage Via Littles- town, Pa.	Percentage Excess Mile- age Is of Distance Chicago, Ill., to Destina- tion (Column M Is of Column L)	Out of Route Charge (Cents Per 100 Pounds)
New York, N. Y.....	791	268	1,059	910	149	16.37%	4.5	769	209	978	910	68	7.47%	6.0
Freehold, N. J.....	791	236	1,027	878	149	16.97	4.5	769	177	946	878	68	7.74	6.0
Whitings, N. J.....	791	231	1,022	873	149	17.07	4.5	769	172	941	873	68	7.79	6.0
Philadelphia, Pa.....	791	186	977	828	149	18.00	4.5	769	127	896	828	68	8.21	6.0
Lambertville, N. J.....	791	218	1,009	860	149	17.33	4.5	769	159	928	860	68	7.91	6.0
Downingtown, Pa.....	791	148	939	790	149	18.86	4.5	769	89	858	790	68	8.61	6.0
Birdsboro, Pa.....	791	188	979	830	149	17.95	4.5	...	...	...	...	...	...	(L)
Havre de Grace, Md.....	791	148	939	790	149	18.86	4.5	...	...	...	...	...	...	(L)
Baltimore, Md.....	791	156	947	801	146	18.23	4.5	769	82	851	801	50	6.24	4.5
Pope's Creek, Md.....	791	229	1,020	874	146	16.70	4.5	769	155	924	874	50	5.72	4.5
Dagsboro, Del.....	791	258	1,049	900	149	16.56	4.5	769	197	966	900	66	7.33	6.0
Salisbury, Md.....	791	260	1,051	902	149	16.52	4.5	769	199	968	902	66	7.32	6.0
Exmore, Va.....	791	326	1,117	968	149	15.39	4.5	769	265	1,034	968	66	6.82	6.0
Franklin City, Va.....	791	300	1,091	942	149	15.82	4.5	769	239	1,008	942	66	7.01	6.0
Chestertown, Md.....	791	216	1,007	858	149	17.37	4.5	769	155	924	858	66	7.69	6.0
TOTAL.....	...	3,368	15,233	13,004	2,229	...	...	...	2,225	12,222	11,384	838	...	75.0
AVERAGE.....	791	224.5	1,015.5	866.9	148.6	17.14%	4.5	769	171.2	940.2	875.7	64.5	7.37%	5.77
							P. R. R. I. C. C. 2442							P. R. R. I. C. C. 2220

(L)—No transit arrangement in effect. Local rates apply.

Tariff Reference for Mileages: P. R. R. I. C. C. 398.

[fol. 758]

Sheet # 9.

TRANSIT AT HAGERSTOWN, MD.

TRANSIT AT NORFOLK, VA.

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Destination	P. R. R. Miles Chicago, Ill., to Hagers- town, Md.	P. R. R. Miles Hagers- town, Md., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via Hagers- town, Md.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess P. R. R. Mileage Via Hagers- town, Md.	Percentage Excess Mile- age Is of Distance Chicago, Ill. to Destina- tion (Column F Is of Column E)	Out of Route Charge (Cents Per 100 Pounds)	P. R. R. Miles Chicago, Ill., to Norfolk, Va.	P. R. R. Miles Nor- folk, Va., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via Norfolk, Va.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess P. R. R. Mileage Via Nor- folk, Va.	Percentage Excess Mile- age Is of Distance Chicago, Ill., to Destina- tion (Column M Is of Column L)	Out of Route Charge (Cents Per 100 Pounds)
New York, N. Y.	791	268	1,059	910	149	16.37%	4.5	1,027	354	1,381	910	471	51.76%	10.5
Freehold, N. J.	791	236	1,027	878	149	16.97	4.5	1,027	322	1,349	878	471	53.64	10.5
Whittings, N. J.	791	231	1,022	873	149	17.07	4.5	1,027	309	1,336	873	463	53.04	10.5
Philadelphia, Pa.	791	186	977	828	149	18.00	4.5	1,027	258	1,285	828	457	55.19	10.5
Lambertville, N. J.	791	218	1,009	860	149	17.33	4.5	1,027	304	1,331	860	471	54.77	10.5
Downingtown, Pa.	791	148	939	790	149	18.86	4.5	.....	.....	.....	.....	.....	.....	(L)
Birdsboro, Pa.	791	188	979	830	149	17.95	4.5	.....	.....	.....	.....	.....	.....	(L)
Havre de Grace, Md.	791	148	939	790	149	18.86	4.5	.....	.....	.....	.....	.....	.....	(L)
Baltimore, Md.	791	156	947	801	146	18.23	4.5	.....	.....	.....	.....	.....	.....	(L)
Pope's Creek, Md.	791	229	1,020	874	146	16.70	4.5	.....	.....	.....	.....	.....	.....	(L)
Dagsboro, Del.	791	258	1,049	900	149	16.56	4.5	1,027	201	1,228	900	328	36.44	4.5
Salisbury, Md.	791	260	1,051	902	149	16.52	4.5	1,027	125	1,152	902	250	27.72	4.5
Exmore, Va.	791	326	1,117	968	149	15.39	4.5	1,027	59	1,086	968	118	12.19	4.5
Franklin City, Va.	791	300	1,091	942	149	15.82	4.5	1,027	243	1,270	942	328	34.82	4.5
Chester town, Md.	791	216	1,007	858	149	17.37	4.5	1,027	229	1,256	858	398	46.39	9.0
TOTAL	.....	3,368	15,223	13,004	2,229	.....	.....	.....	2,404	12,674	8,919	3,755	.....	79.6
AVERAGE	791	224.5	1,015.5	866.9	148.6	17.14	4.5	1,027	240.4	1,267.4	891.9	375.5	42.10	7.95
							P. R. R. I. C. C. 2442							P. R. R. I. C. C. 2220 and 2442

(L)—No transit arrangement in effect. Local rates apply.
 Tariff Reference for Mileages: P. R. R. I. C. C. 398.

CD-804-9

TRANSIT AT HAGERSTOWN, MD.

TRANSIT AT READING, PA.

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Destination	P. R. R. Miles Chicago, Ill., to Hagers- town, Md.	P. R. R. Miles Hagers- town, Md., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via Hagers- town, Md.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess P. R. R. Mileage Via Hagers- town, Md.	Percentage Excess Mile- age Is of Distance Chicago, Ill. to Destina- tion (Column F Is of Column E)	Out of Route Charge (Cents Per 100 Pounds)	P. R. R. Miles Chicago, Ill., to Reading, Pa.	P. R. R. Miles Read- ing, Pa., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via Reading, Pa.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess P. R. R. Mileage Via Read- ing, Pa.	Percentage Excess Mile- age Is of Distance Chicago, Ill., to Destina- tion (Column M Is of Column L)	Out of Route Charge (Cents Per 100 Pounds)
New York, N. Y.....	791	268	1,059	910	149	16.37%	4.5	823	141	964	910	54	5.93%	0.
Freehold, N. J.....	791	236	1,027	878	149	16.97	4.5	823	109	932	878	54	6.15	0.
Whitings, N. J.....	791	231	1,022	873	149	17.07	4.5	823	109	932	873	59	6.76	0.
Philadelphia, Pa.....	791	186	977	828	149	18.00	4.5	823	64	887	828	59	7.13	0.
Lambertville, N. J.....	791	218	1,009	860	149	17.33	4.5	823	91	914	860	54	6.28	0.
Downingtown, Pa.....	791	148	939	790	149	18.86	4.5	823	50	873	790	83	10.51	6.0
Birdsboro, Pa.....	791	188	979	830	149	17.95	4.5	823	10	833	830	3	0.36	0.
Havre de Grace, Md.....	791	148	939	790	149	18.86	4.5	823	109	932	790	142	17.97	9.0
Baltimore, Md.....	791	156	947	801	146	18.23	4.5	823	146	969	801	168	20.97	3.25
Pope's Creek, Md.....	791	229	1,020	874	146	16.70	4.5	823	219	1,042	874	168	19.22	3.25
Dagsboro, Del.....	791	258	1,049	900	149	16.56	4.5	823	179	1,002	900	102	11.33	3.25
Salisbury, Md.....	791	260	1,051	902	149	16.52	4.5	823	181	1,004	902	102	11.31	3.25
Exmore, Va.....	791	326	1,117	968	149	15.39	4.5	823	247	1,070	968	102	10.54	3.25
Franklin City, Va.....	791	300	1,091	942	149	15.82	4.5	823	221	1,044	942	102	10.83	3.25
Chestertown, Md.....	791	216	1,007	858	149	17.37	4.5	823	137	960	858	102	11.89	3.25
TOTAL.....	.....	3,368	15,233	13,004	2,229	.....	.....	.....	2,013	14,358	13,004	1,354	.....	37.75
AVERAGE.....	791	224.5	1,015.5	866.9	148.6	17.14%	4.5	823	134.2	957.2	866.9	90.3	6.02%	2.52
							P. R. R. I. C. C. 2442							P. R. R. I. C. C. 2442

Tariff Reference for Mileages: P. R. R. I. C. C. 398.

CD-804-10

[fol. 760]

TRANSIT AT HAGERSTOWN, MD.

TRANSIT AT REEDSVILLE, PA.

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Destination	P. R. R. Miles Chicago, Ill., to Hagers- town, Md.	P. R. R. Miles Hagers- town, Md., to Desti- nation	P. R. R. Miles Chicago, Ill., to Destina- tion Via Hagers- town, Md.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess P. R. R. Mileage Via Hagers- town, Md.	Percentage Excess Mile- age Is of Distance Chicago, Ill. to Destina- tion (Column F Is of Column E)	Out of Route Charge (Cents Per 100 Pounds)	P. R. R. Miles Chicago, Ill., to Reeds- ville, Pa.	P. R. R. Miles Reeds- ville, Pa., to Desti- nation	P. R. R. Miles Chicago, Ill., to Destina- tion Via Reeds- ville, Pa.	P. R. R. Miles Chicago, Ill., to Desti- nation	Excess P. R. R. Mileage Via Reeds- ville, Pa.	Percentage Excess Mile- age Is of Distance Chicago, Ill., to Destina- tion (Column M Is of Column L)	Out of Route Charge (Cents Per 100 Pounds)
New York, N. Y.	791	268	1,059	910	149	16.37%	4.5	661	259	920	910	10	1.16%	2.75
Freehold, N. J.	791	236	1,027	878	149	16.97	4.5	661	227	888	878	10	1.14	2.75
Whitings, N. J.	791	231	1,022	873	149	17.07	4.5	661	222	883	873	10	1.15	2.75
Philadelphia, Pa.	791	186	977	828	149	18.00	4.5	661	177	838	828	10	1.21	2.75
Lambertville, N. J.	791	218	1,009	860	149	17.33	4.5	661	209	870	860	10	1.16	2.75
Downingtown, Pa.	791	148	939	790	149	18.86	4.5	661	139	800	790	10	1.27	2.75
Birdsboro, Pa.	791	188	979	830	149	17.95	4.5	661	179	840	830	10	1.20	2.75
Havre de Grace, Md.	791	148	939	790	149	18.86	4.5	661	139	800	790	10	1.27	2.75
Baltimore, Md.	791	156	947	801	146	18.23	4.5	661	150	811	801	10	1.25	2.75
Pope's Creek, Md.	791	229	1,020	874	146	16.70	4.5	661	223	884	874	10	1.14	2.75
Dagsboro, Del.	791	258	1,049	900	149	16.56	4.5	661	249	910	900	10	1.11	2.75
Salisbury, Md.	791	260	1,051	902	149	16.52	4.5	661	251	912	902	10	1.11	2.75
Exmore, Va.	791	326	1,117	968	149	15.39	4.5	661	317	978	968	10	1.03	2.75
Franklin City, Va.	791	300	1,091	942	149	15.82	4.5	661	291	952	942	10	1.06	2.75
Chestertown, Md.	791	216	1,007	858	149	17.37	4.5	661	207	868	858	10	1.17	2.75
TOTAL		3,368	15,233	13,004	2,229				3,239	13,154	13,004			
AVERAGE	791	224.5	1,015.5	866.9	148.6	17.14%	4.5	661	215.9	876.9	866.9	10	1.15%	2.75
							P. R. R. I. C. C. 2442							P. R. R. I. C. C. 2220

Tariff Reference for Mileages: P. R. R. I. C. C. 398.

CD-804-11

[fol. 761]

Sheet # 12.

TRANSIT AT HAGERSTOWN, MD.

TRANSIT AT SCHUYLER, PA.

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Destination	P. R. R. Miles Chicago, Ill., to Hagers- town, Md.	P. R. R. Miles Hagers- town, Md., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via Hagers- town, Md.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess P. R. R. Mileage Via Hagers- town, Md.	Percentage Excess Mile- age Is of Distance Chicago, Ill. to Destina- tion (Column F Is of Column E)	Out of Route Charge (Cents Per 100 Pounds)	P. R. R. Miles Chicago, Ill., to Schuy- ler, Pa.	P. R. R. Miles Schuy- ler, Pa., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via Schuy- ler, Pa.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess P. R. R. Mileage Via Schuy- ler, Pa.	Percentage Excess Mile- age Is of Distance Chicago, Ill. to Destina- tion (Column M Is of Column L)	Out of Route Charge (Cents Per 100 Pounds)
New York, N. Y.....	791	268	1,059	910	149	16.37%	4.5	711	271	982	910	72	7.91%	6.0
Freehold, N. J.....	791	236	1,027	878	149	16.97	4.5	711	239	950	878	72	8.20	6.0
Whitings, N. J.....	791	231	1,022	873	149	17.07	4.5	711	234	945	873	72	8.25	6.0
Philadelphia, Pa.....	791	186	977	828	149	18.00	4.5	711	189	900	828	72	8.70	6.0
Lambertville, N. J.....	791	218	1,009	860	149	17.33	4.5	711	221	932	860	72	8.37	6.0
Downingtown, Pa.....	791	148	939	790	149	18.86	4.5	711	151	862	790	72	9.11	6.0
Birdsboro, Pa.....	791	188	979	830	149	17.95	4.5	711	152	863	830	33	0.40	6.0
Havre de Grace, Md.....	791	148	939	790	149	18.86	4.5	711	151	862	790	72	9.11	6.0
Baltimore, Md.....	791	156	947	801	146	18.23	4.5	711	163	874	801	73	9.11	6.0
Pope's Creek, Md.....	791	229	1,020	874	146	16.70	4.5	711	236	947	874	73	8.35	6.0
Dagsboro, Del.....	791	258	1,049	900	149	16.56	4.5	711	261	972	900	72	8.00	6.0
Salisbury, Md.....	791	260	1,051	902	149	16.52	4.5	711	263	974	902	72	7.98	6.0
Exmore, Va.....	791	326	1,117	968	149	15.39	4.5	711	329	1,040	968	72	7.44	6.0
Franklin City, Va.....	791	300	1,091	942	149	15.82	4.5	711	303	1,014	942	72	7.64	6.0
Chestertown, Md.....	791	216	1,007	858	149	17.37	4.5	711	219	930	858	72	8.39	6.0
TOTAL.....	...	3,368	15,223	13,004	2,229	...	...	...	3,382	14,047	13,004	1,043	...	...
AVERAGE.....	791	224.5	1,015.5	866.9	148.6	17.14%	4.5	711	225.5	936.5	866.9	69.5	8.02%	6.0
							P. R. R. I. C. C. 2442							P. R. R. I. C. C. 2220

Tariff Reference for Mileages: P. R. R. I. C. C. 398.

CD-804-12

TRANSIT AT HAGERSTOWN, MD.

TRANSIT AT SO. DANVILLE, PA.

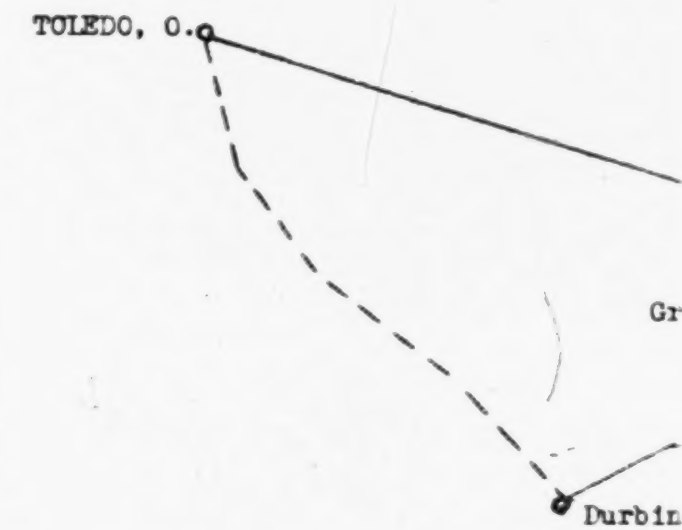
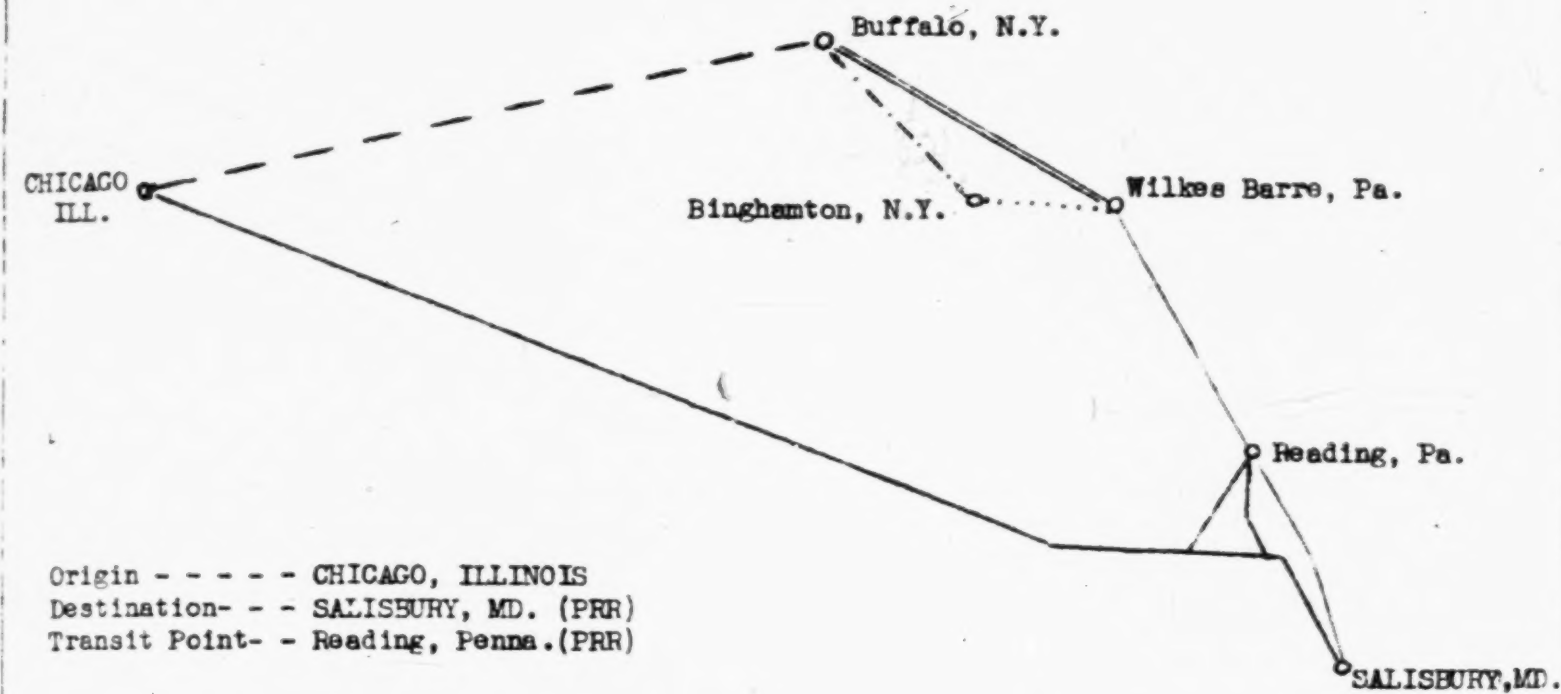
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Destination	P. R. R. Miles Chicago, Ill., to Hagers- town, Md.	P. R. R. Miles Hagers- town, Md., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via Hagers- town, Md.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess P. R. R. Mileage Via Hagers- town, Md.	Percentage Excess Mile- age Is of Distance Chicago, Ill. to Destina- tion (Column F Is of Column E)	Out of Route Charge (Cents Per 100 Pounds)	P. R. R. Miles Chicago, Ill., to So. Dan- ville, Pa.	P. R. R. Miles So. Dan- ville, Pa., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via So. Dan- ville, Pa.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess P. R. R. Mileage Via So. Dan- ville, Pa.	Percentage Excess Mile- age Is of Distance Chicago, Ill., to Destina- tion (Column M Is of Column L)	Out of Route Charge (Cents Per 100 Pounds)
New York, N. Y.....	791	268	1,059	910	149	16.37%	4.5	718	246	964	910	54	5.93%	4.5
Freehold, N. J.....	791	236	1,027	878	149	16.97	4.5	718	214	932	878	54	6.15	4.5
Whitings, N. J.....	791	231	1,022	873	149	17.07	4.5	718	214	932	873	59	6.76	4.5
Philadelphia, Pa.....	791	186	977	828	149	18.00	4.5	718	169	887	828	59	7.13	4.5
Lambertville, N. J.....	791	218	1,009	860	149	17.33	4.5	718	196	914	860	54	6.28	4.5
Downingtown, Pa.....	791	148	939	790	149	18.86	4.5	718	138	856	790	66	8.35	4.5
Birdsboro, Pa.....	791	188	979	830	149	17.95	4.5	718	115	833	830	3	0.36	4.5
Havre de Grace, Md.....	791	148	939	790	149	18.86	4.5	718	138	856	790	66	8.35	6.0
Baltimore, Md.....	791	156	947	801	146	18.23	4.5	718	150	868	801	67	8.36	6.0
Pope's Creek, Md.....	791	229	1,020	874	146	16.70	4.5	718	223	941	874	67	7.67	6.0
Dagsboro, Del.....	791	258	1,049	900	149	16.56	4.5	718	248	966	900	66	7.33	6.0
Salisbury, Md.....	791	260	1,051	902	149	16.52	4.5	718	250	968	902	66	7.32	6.0
Exmore, Va.....	791	326	1,117	968	149	15.39	4.5	718	316	1,034	968	66	6.82	6.0
Franklin City, Va.....	791	300	1,091	942	149	15.82	4.5	718	290	1,008	942	66	7.01	6.0
Chestertown, Md.....	791	216	1,007	858	149	17.37	4.5	718	206	924	858	66	7.69	6.0
TOTAL.....		3,368	15,233	13,004	2,229				3,113	13,883	13,004	879		79.5
AVERAGE.....	791	224.5	1,015.5	866.9	148.6	17.14%	4.5	718	207.5	925.5	866.9	58.6	6.76%	5.30
							P. R. R. I. C. C. 2442							P. R. R. I. C. C. 2220

Tariff Reference for Mileages: P. R. R. I. C. C. 398.

CD-804-13

(Here follows 1 photolithograph, side folio 763)

DIAGRAMS ILLUSTRATING PRESENT P.R.R. ROUTES VS. THEORETICAL ROUTES
TO ESTABLISH TRANSIT POINT ON DIRECT LINE; ALSO MILEAGES



(———)	PRESENT ROUTE	Miles
	Pennsylvania Railroad:	
	Chicago, Illinois to Reading, Pa.....	823
	Reading, Pa. to Salisbury, Md.....	181
	Total.....	1004
	Chicago, Illinois to Salisbury, Md.....	902
	OUT OF ROUTE - - - -	102

ROUTES TO ESTABLISH READING, PA. INTERMEDIATE

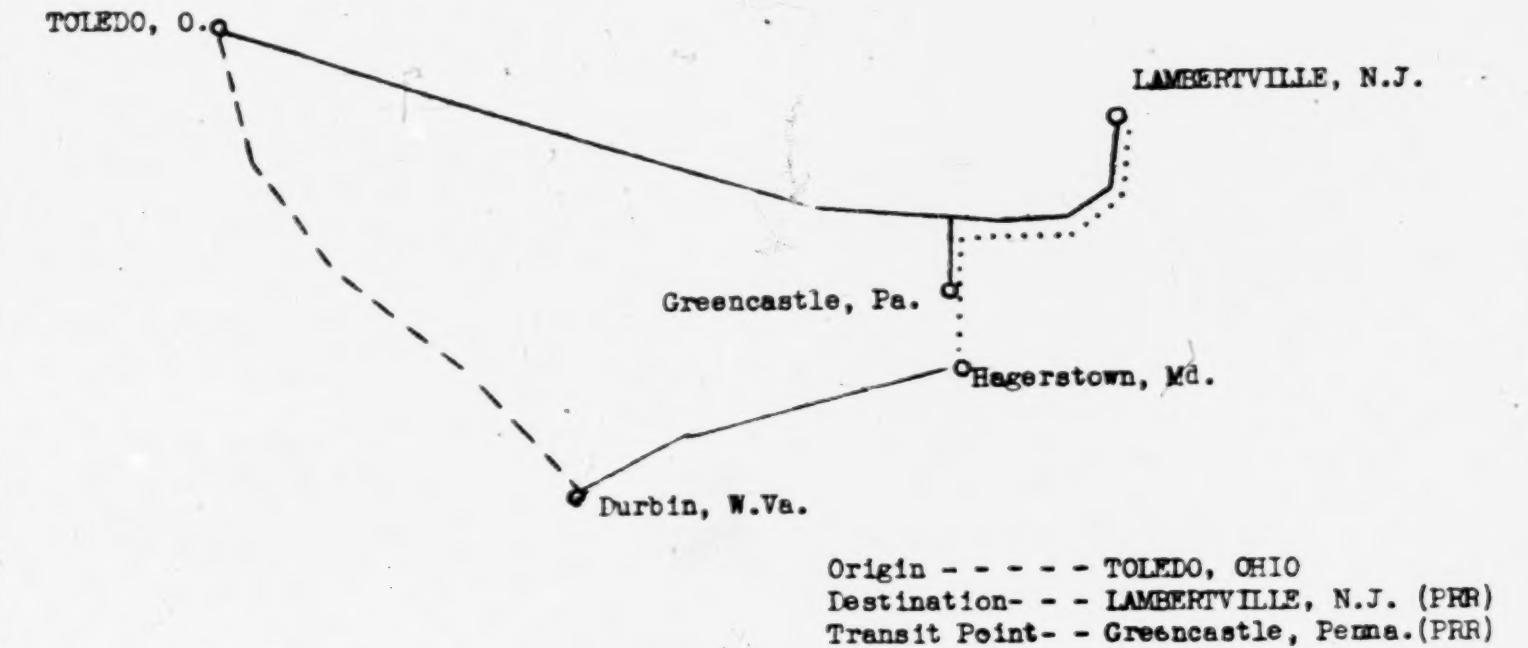
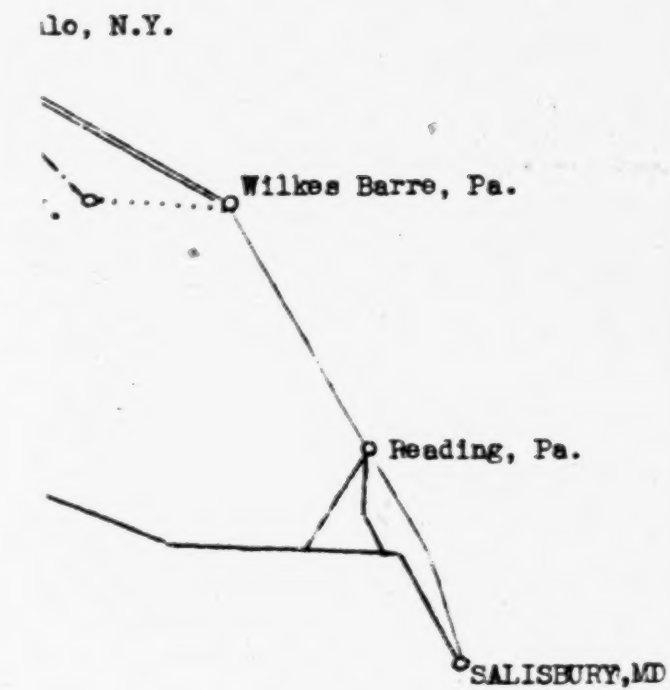
(— — —)	N.Y.C. & St.L. - Chicago, Ill. to Buffalo, N.Y.....	523
(— — —)	Lehigh Valley - Buffalo, N.Y. to Wilkes Barre, Pa....	272
(— — —)	Penna. R.R. - Wilkes Barre, Pa. to Salisbury, Md..	298
	TOTAL - - - -	1093
(— — —)	N.Y.C. & St.L. - Chicago, Ill. to Buffalo, N.Y.....	523
(— — —)	D.L. & W. R.R. - Buffalo, N.Y. to Binghamton, N.Y....	203
(— — —)	D. & H. R.R. - Binghamton, N.Y. to Wilkes Barre, Pa.	116
(— — —)	Penna. R.R. - Wilkes Barre, Pa. to Salisbury, Md....	298
	TOTAL - - - -	1140

TARIFF REFERENCES FOR MILEAGES

P.R.R.....	ICC 348
NYC&StL.....	ICC 5035
L.V.R.R.....	ICC-NoC-8325
D.L. & W.....	ICC 22330
D. & H.....	ICC 13731

ILLUSTRATING PRESENT P.R.R. ROUTES VS. THEORETICAL ROUTES
TO ESTABLISH TRANSIT POINT ON DIRECT LINE; ALSO MILEAGES

EXHIBIT NO. 48
WITNESS *Thomson*
I.C.C. Docket 28647



(———)	PRESENT ROUTE	Miles
	Pennsylvania Railroad:	
	Toledo, Ohio to Greencastle, Pa.....	571
	Greencastle, Pa. to Lambertville, N.J....	207
	Total.....	778
	Toledo, Ohio to Lambertville, N.J.....	651
	OUT OF ROUTE - - - -	127

(———)	PRESENT ROUTE	Miles
	Pennsylvania Railroad:	
	Toledo, Ohio to Greencastle, Pa.....	571
	Greencastle, Pa. to Lambertville, N.J....	207
	Total.....	778
	Toledo, Ohio to Lambertville, N.J.....	651
	OUT OF ROUTE - - - -	127

ROUTES TO ESTABLISH GREENCASTLE, PA. INTERMEDIATE

(— — —)	C. & O. Ry. - Toledo, O. to Durbin, W.Va.....	548
(— — —)	W.Md. Ry. - Durbin, W.Va. to Hagerstown, Md....	236
(— — —)	Penna. RR. - Hagerstown to Lambertville, N.J....	218
	TOTAL - - - -	1002

(— — —)	C. & O. Ry. - Toledo, O. to Durbin, W.Va.....	548
(— — —)	W.Md. Ry. - Durbin, W.Va. to Hagerstown, Md....	236
(— — —)	Penna. RR. - Hagerstown to Lambertville, N.J....	218
	TOTAL - - - -	1002

TARIFF REFERENCES FOR MILEAGES

P.R.R.....	ICC 348
NYC&StL.....	ICC 5035
L.V.R.R.....	ICC-NoC-8325
D.L. & W.....	ICC 22330
D. & H.....	ICC 13731

TARIFF REFERENCES FOR MILEAGE

P.R.R.....	ICC 398
C. & O.....	ICC 11081

EXHIBIT No. 49

[fol. 764]

Statement Showing P.R.R. Haul from Representative C. F. A. Grain Origin Points to Representative Local Destinations on the Pennsylvania Railroad in Trunk Line Territory Via P.R.R. Direct Route, and Via Present Tariff Route Via Which P.R.R. Receives Shortest Possible Haul in Connection with Which Grain Transit Privileges are Applicable; also Via "Sought" Routes, and Percentage Comparisons.

	Chicago, Ill., to Salisbury, Md.		Decatur, Ill., to Chatham, Pa.		E. St. Louis, Ill., to Milford, N. J.		Peoria, Ill., to Dagsboro, Del.	
	Miles	Route	Miles	Route	Miles	Route	Miles	Route
P.R.R. Direct Route	902		869		1027		1057	
Shortest Haul Available to) P.R.R. under Present Routes)	497	P.M.Ry.—E. Buffalo, N.Y.—P.R.R.	392	Wabash Ry.—Black Rock, N.Y.—P.R.R.	474	Wabash Ry.—Black Rock, N.Y.—P.R.R.	497	N.Y.C.&St.L.Ry.— Buffalo, N.Y.—P.R.R.
P.R.R. under "Sought" Routes:								
From Fulton Jct., Md.....	155		75		167		156	
From York, Pa.....	174		66		153		172	
	*****		*****		*****		*****	
Percentage P.R.R. Haul from Fulton Jct., Md. is of:								
P.R.R. Direct Route.....	17.18%		8.63%		16.26%		14.76%	
Shortest Present P.R.R. Haul	31.19%		19.39%		35.23%		31.39%	
Percentage P.R.R. Haul from York, Pa., is of:								
P.R.R. Direct Route.....	19.29%		7.59%		14.90%		16.27%	
Shortest Present P.R.R. Haul	35.01%		16.84%		32.28%		34.61%	

Tariff References for Routes:

Wabash Ry. I.C.C. 6170
Pere Marquette Ry. I.C.C. 4358
N.Y.C.&St.L. Ry. I.C.C. 4375
P.R.R. I.C.C. 399

P.R.R. Miles—P.R.R. I.C.C. 398.

CD-862

[fol. 765]

EXHIBIT No. 50

Statement Showing Out of Route or Back Haul Charges Applicable in Connection with Grain, Carloads, Made into Feed, Under Applicable Milling and Mixing in Transit Tariffs, at Hagerstown, Md., Contrasted with Similar Charges at Cambridge, Md., and Norfolk, Va., When Originating at Chicago, Ill., Destined Points on the Del-Mar-Va Division of the Pennsylvania Railroad; also Mileage and Comparative Data.

CD-803

[fol. 766]

Sheet #2.

TRANSIT AT HAGERSTOWN, MD.

TRANSIT AT CAMBRIDGE, MD.

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Destination	P. R. R. Miles Chicago, Ill., to Hagers- town, Md.	P. R. R. Miles Hagers- town, Md., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via Hagers- town, Md.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess P. R. R. Mileage Via Hagers- town, Md.	Percentage Excess Mile- age Is of Distance Chicago, Ill. to Destina- tion (Column F Is of Column E)	Out of Route Charge (Cents Per 100 Pounds)	P. R. R. Miles Chicago, Ill., to Cam- bridge, Md.	P. R. R. Miles Cam- bridge, Md., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via Cam- bridge, Md.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess P. R. R. Mileage Via Cam- bridge, Md.	Percentage Excess Mile- age Is of Distance Chicago, Ill., to Destina- tion (Column M Is of Column L)	Out of Route Charge (Cents Per 100 Pounds)
Middletown, Del.....	791	182	973	824	149	18.08%	4.5	916	92	1,008	824	184	22.33%	9.0
Dover, Del.....	791	205	996	847	149	17.59	4.5	916	69	985	847	138	16.29	8.0
Harrington, Del.....	791	221	1,012	863	149	17.27	4.5	916	53	969	863	106	12.28	8.0
Seaford, Del.....	791	241	1,032	883	149	16.87	4.5	916	33	949	883	66	7.47	6.0
Delmar, Del.....	791	254	1,045	896	149	16.63	4.5	916	44	960	896	66	7.37	6.0
Georgetown, Del.....	791	246	1,037	888	149	16.78	4.5	916	78	994	888	106	11.94	8.0
Selbyville, Del.....	791	265	1,056	907	149	16.43	4.5	916	97	1,013	907	106	11.69	8.0
Snow Hill, Md.....	791	287	1,078	929	149	16.04	4.5	916	119	1,035	929	106	11.41	8.0
Centreville, Md.....	791	222	1,013	864	149	17.25	4.5	916	124	1,040	864	176	20.37	9.0
Easton, Md.....	791	238	1,029	880	149	16.93	4.5	916	124	1,040	880	160	18.18	9.0
Crisfield, Md.....	791	293	1,084	935	149	15.94	4.5	916	85	1,001	935	66	7.06	6.0
Pocomoke, Md.....	791	285	1,076	927	149	16.07	4.5	916	77	993	927	66	7.12	6.0
Onley, Va.....	791	314	1,105	956	149	15.59	4.5	916	106	1,022	956	66	6.90	6.0
Cape Charles, Va.....	791	349	1,140	991	149	15.04	4.5	916	141	1,057	991	66	6.66	6.0
Norfolk, Va.....	791	385	1,176	1,027	149	14.51	4.5	916	177	1,093	1,027	66	6.43	6.0
TOTAL.....		3,987	15,850	13,617					1,419	15,159	13,617	1,544		109.0
AVERAGE.....	791	265.8	1,056.8	907.8	149	16.42%	4.5	916	94.6	1,010.6	907.8	110.3	12.15%	7.267
							P. R. R. I. C. C. 2442							P. R. R. I. C. C. 2220

Tariff Reference for Mileages: P. R. R. I. C. C. 398.

CD-803-2

[fol. 767]

Sheet # 3.

TRANSIT AT HAGERSTOWN, MD.

TRANSIT AT NORFOLK, VA.

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
Destination	P. R. R. Miles Chicago, Ill., to Hagers- town, Md.	P. R. R. Miles Hagers- town, Md., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via Hagers- town, Md.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess P. R. R. Mileage Via Hagers- town, Md.	Percentage Excess Mile- age Is of Distance Chicago, Ill., to Destina- tion (Column F Is of Column E)	Out of Route Charge (Cents Per 100 Pounds)	P. R. R. Miles Chicago, Ill., to Norfolk, Va.	P. R. R. Miles Nor- folk, Va., to Destina- tion	P. R. R. Miles Chicago, Ill., to Destina- tion Via Norfolk, Va.	P. R. R. Miles Chicago, Ill., to Destina- tion	Excess P. R. R. Mileage Via Nor- folk, Va.	Percentage Excess Mile- age Is of Distance Chicago, Ill., to Destina- tion (Column M Is of Column L)	Out of Route Charge (Cents Per 100 Pounds)
Middletown, Del.	791	182	973	824	149	18.08%	4.5	1,027	203	1,230	824	406	49.27%	10.0
Dover, Del.	791	205	996	847	149	17.59	4.5	1,027	180	1,207	847	360	42.50	9.0
Harrington, Del.	791	221	1,012	863	149	17.27	4.5	1,027	164	1,191	863	328	38.01	4.5
Seaford, Del.	791	241	1,032	883	149	16.87	4.5	1,027	144	1,171	883	288	32.62	4.5
Delmar, Del.	791	254	1,045	896	149	16.63	4.5	1,027	131	1,158	896	262	29.24	4.5
Georgetown, Del.	791	246	1,037	888	149	16.78	4.5	1,027	189	1,216	888	328	36.94	4.5
Selbyville, Del.	791	265	1,056	907	149	16.43	4.5	1,027	208	1,235	907	328	36.16	4.5
Snow Hill, Md.	791	287	1,078	929	149	16.04	4.5	1,027	230	1,257	929	328	35.31	4.5
Centreville, Md.	791	222	1,013	864	149	17.25	4.5	1,027	235	1,262	864	398	46.06	9.0
Easton, Md.	791	238	1,029	880	149	16.93	4.5	1,027	236	1,263	880	383	43.52	9.0
Cambridge, Md.	791	274	1,065	916	149	16.27	4.5	1,027	177	1,204	916	288	31.44	4.5
Cristfield, Md.	791	293	1,084	935	149	15.94	4.5	1,027	126	1,153	935	218	23.31	4.5
Pocomoke, Md.	791	285	1,076	927	149	16.07	4.5	1,027	100	1,127	927	200	21.57	4.5
Onley, Va.	791	314	1,105	956	149	15.59	4.5	1,027	71	1,098	956	142	14.85	4.5
Cape Charles, Va.	791	349	1,140	991	149	15.04	4.5	1,027	36	1,063	991	72	7.27	4.5
TOTAL	791	3,876	15,741	13,506	149	16.55%	4.5	1,027	2,430	17,835	13,506	4,329	32.05%	86.5
AVERAGE	791	258.4	1,049.4	900.4	149	16.55%	4.5	1,027	162.0	1,189.0	900.4	288.6	32.05%	5.77
							P. R. R. I. C. C. 2442							P. R. R. I. C. C. 2442

Tariff Reference for Mileages: P. R. R. I. C. C. 398.

CD-803-3

EXHIBIT No. 51

[fol. 768]

Statement Showing Excess (Out-of-Route or Back-Haul) Mileage on Grain Originating West of Pittsburgh, Pa., Via P. R. R., Mixed into Feed in Transit at Hagerstown, Md., Destined to Represent Same Grain when Mixed into Feed in Transit at Said Representative Eastern Points Destined Hagerstown.

FEED MIXING IN TRANSIT AT HAGERSTOWN, MD.

FEED MIXING IN TR

Transit Point	Destination	See Note Number	P. R. R. Miles Pittsburgh, Pa. to Hagerstown, Md.	P. R. R. Miles Hagerstown, Md. to Destination	P. R. R. Miles Pittsburgh, Pa. to Destination Via Hagerstown, Md.	P. R. R. Direct Miles From Pittsburgh, Pa. to Destination	Excess Miles Via Hagerstown, Md.	Out of Route or Back-Haul Charge (Cents Per 100 Lbs.)	Tariff Reference For Transit P. R. R. I. C. C. No.	Local C. L. Rate on Mixed Feed Hagerstown, Md. to Destination (R)	Transit Point	Destination
Hagerstown, Md.	Reading, Pa.....	1	323	198	521	372	149	4.5	2442	17.0	(P)Reading, Pa.....	Hagerstown, Md.
"	Portsmouth, Va.....	..	323	385	708	559	149	4.5	2442	21.0	Portsmouth, Va.....	"
"	Wilmington, Del.....	1	323	177	500	351	149	4.5	2442	20.0	(P)Wilmington, Del.....	"
"	York, Pa.....	2	323	99	422	276	146	4.5	2442	14.0	York, Pa.....	"
"	Baltimore, Md.....	2	323	158	481	335	146	4.5	2442	14.0	Baltimore, Md.....	"
"	Bordentown, N. J.....	..	323	208	531	386	145	4.5	2442	17.0	(N)Bordentown, N. J.....	"
"	Frederick, Md.....	3	323	154	477	331	146	4.5	2442	13.0	Frederick, Md.....	"
"	Philadelphia, Pa.....	1	323	183	506	357	149	4.5	2442	17.0	(P)Philadelphia, Pa.....	"
"	Lancaster, Pa.....	1	323	111	434	285	149	4.5	2442	17.0	(P)Lancaster, Pa.....	"
"	Elizabethville, Pa.....	..	323	109	432	263	169	4.5	2442	17.0	(P)Elizabethville, Pa.....	"
Total.....							1497	45.0				
Average.....							(S)149.7	4.5				

Note 1—Milling or Mixing in Transit available at Hagerstown, Md., to this Destination for Reading Co. Delivery without Out-of-Route Charge from B. & O. R. R. Points in C. F. A. Territory

Note 2—Milling or Mixing in Transit available at Hagerstown, Md., to this Destination for W. M. Ry. Delivery without Out-of-Route Charge from B. & O. R. R. Points in C. F. A. Territory via B. &

Note 3—Milling or Mixing in Transit available at Hagerstown, Md., to this Destination for Potomac Edison Ry. Delivery without Out-of-Route Charge from N. Y. C. R. R. Points in C. F. A. Territory via N

(L)—No Transit Arrangement in Effect. Local Rate from Transit Point to Hagerstown, Md. per P. R. R. I. C. C. 2342 and Agt. W. S. Curlett's I. C. C. A-337, A-334, A-339, A-332.

(N)—Subject to New York, N. Y., Rate Inbound to Transit Point.

(P)—Subject to Philadelphia, Pa., Rate Inbound to Transit Point.

(R)—P. R. R. I. C. C. No. 2342 and Agt. W. S. Curlett's I. C. C. A-337, A-334, A-339, A-332.

(S)—Trunk Line Out-of-Route Scale for 149.7 Miles is 7.5¢ per 100 pounds.

(T)—For Average Back-Haul Distance of 160.7 Miles. Omitting Portsmouth, Va.

EXHIBIT No. 51

burgh, Pa., Via P. R. R., Mixed into Feed in Transit at Hagerstown, Md., Destined to Representative Eastern Points and Charge Therefor Versus Excess Mileage and Charge Therefor on the when Mixed into Feed in Transit at Said Representative Eastern Points Destined Hagerstown, Md.

FEED MIXING IN TRANSIT AT POINTS COMPETITIVE WITH HAGERSTOWN, MD.

Ex- cess Miles Via Hag- ers- town, Md.	Out of Route or Back- Haul Charge (Cents Per 100 Lbs.)	Tariff, Refer- ence For Trans- sit P. R. R. I. C. C. No.	Local C. L. Rate on Mixed Feed Hag- ers- town, Md. to Desti- nation (R)	Transit Point	Desti- nation	P. R. R. Miles Pitts- burgh, Pa. to Trans- sit Point	P. R. R. Miles Trans- sit Point To Hag- ers- town, Md.	P. R. R. Miles Pitts- burgh, Pa. to Hag- ers- town, Md. Via Trans- sit Point	P. R. R. Direct Miles From Pitts- burgh, Pa. to Hag- ers- town, Pa.	Ex- cess Miles Via Trans- sit Point	Out of Route or Back- Haul Charge (Cents Per 100 Lbs.)	Tariff Refer- ence For Trans- sit P. R. R. I. C. C. No.	Local C. L. Rate on Mixed Feed Trans- sit to Desti- nation (R)	Trunk Line Out of Route Scale (Cents Per 100 Lbs.)
149	4.5	2442	17.0	(P)Reading, Pa.....	Hagers- town, Md.	372	198	570	323	247	(L)18.0	.....	18.0	10.5
149	4.5	2442	21.0	Portsmouth, Va.....	"	559	385	944	323	621	(L)25.0	.....	25.0	.....
149	4.5	2442	20.0	(P)Wilmington, Del.....	"	351	177	528	323	205	9.0	2442	19.0	10.5
146	4.5	2442	14.0	York, Pa.....	"	276	99	375	323	52	1.0	2442	17.0	4.5
146	4.5	2442	14.0	Baltimore, Md.....	"	335	158	493	323	170	9.0	2220	16.0	9.0
145	4.5	2442	17.0	(N)Bordentown, N. J.....	"	386	208	594	323	271	(L)21.0	.....	21.0	10.5
146	4.5	2442	13.0	Frederick, Md.....	"	331	154	485	323	162	(L)13.0	.....	13.0	9.0
149	4.5	2442	17.0	(P)Philadelphia, Pa.....	"	357	183	540	323	217	10.5	2220	17.0	10.5
149	4.5	2442	17.0	(P)Lancaster, Pa.....	"	285	111	396	323	73	0.0	2442	17.0	6.0
169	4.5	2442	17.0	(P)Elizabethville, Pa.....	"	263	109	372	323	49	(L)17.0	.....	17.0	4.5
1497	45.0									2067	123.5			75.0
49.7	4.5									206.7	12.4			(T) 8.3

Co. Delivery without Out-of-Route Charge from B. & O. R. R. Points in C. F. A. Territory Via Central States Despatch Route.

Delivery without Out-of-Route Charge from B. & O. R. R. Points in C. F. A. Territory via B. & O. R. R., Cherry Run, W. Va., and W. M. Ry.

a Ry. Delivery without Out-of-Route Charge from N. Y. C. R. R. Points in C. F. A. Territory via N. Y. C. R. R.—P. & L. E. R. R.—W. M. Ry.—P. E. Ry.

R. I. C. C. 2342 and Agt. W. S. Curlett's I. C. C. A-337, A-334, A-339, A-332.

) B. & O. R. R. I. C. C.
) No. 22482 and
) W. M. Ry. I. C. C.
) No. 8662.

) N. Y. C. R. R. I. C. C.
) LS-1674 and W. M.
) Ry. I. C. C. 8662.

EXHIBIT No. 52

[fol. 769]

Statement Showing Territory on the Pennsylvania Railroad and Certain Lateral Lines in Central Freight Association Territory and Destination Territory on the Norfolk & Western Railway between which Feed Mixing in Transit is Available at Hagerstown, Md. (P. R. R.) without Out of Route or Back Haul Charge.

FROM ORIGIN STATIONS			TO N. & W. RY. DESTINATIONS		
Pennsylvania Railroad					
20060	Bellevue,	Pa.			
to					
20820	Bernice,	Ill.			
21005	West Bridgewater,	Pa.			
to					
22015	Toledo, Monroe St.,	O.			
22120	Worthington,	O.			
to					
22255	Sandusky Dock,	O.			
22315	Greer,	O.			
to					
22765	Westerville,	O.			
22780	Layland,	O.			
to					
22985	Washington Court House,	O.			
23105	Glanford,	Pa.			
to					
23765	Taylor,	O.			
24645	Logansport,	Ind.			
to					
24870	Effner,	Ind.			
26245	Ohio Falls,	Ind.			
to					
26315	South Bend,	Ind.			
26410	Adamsboro,	Ind.			
to					
26520	Butler,	Ind.			
26900	Fort Wayne,	Ind.			
to					
27845	Mackinaw City,	Mich.			
28405	Toledo,	O.			
to					
28445-E	Melvindale,	Mich.			

TARIFF REFERENCES:

Rates on Grain, Grain Products and Grain By-Products, C. L.—Agent B. T. Jones' I. C. C. 3356.

Routing from P. R. R., P. & L. E. R. R., P. C. & Y. Ry. and P. L. & W. R. R. to N. & W. Ry.—Sup. 74 to P. R. R. I. C. C. 399, effective February 4, 1937.

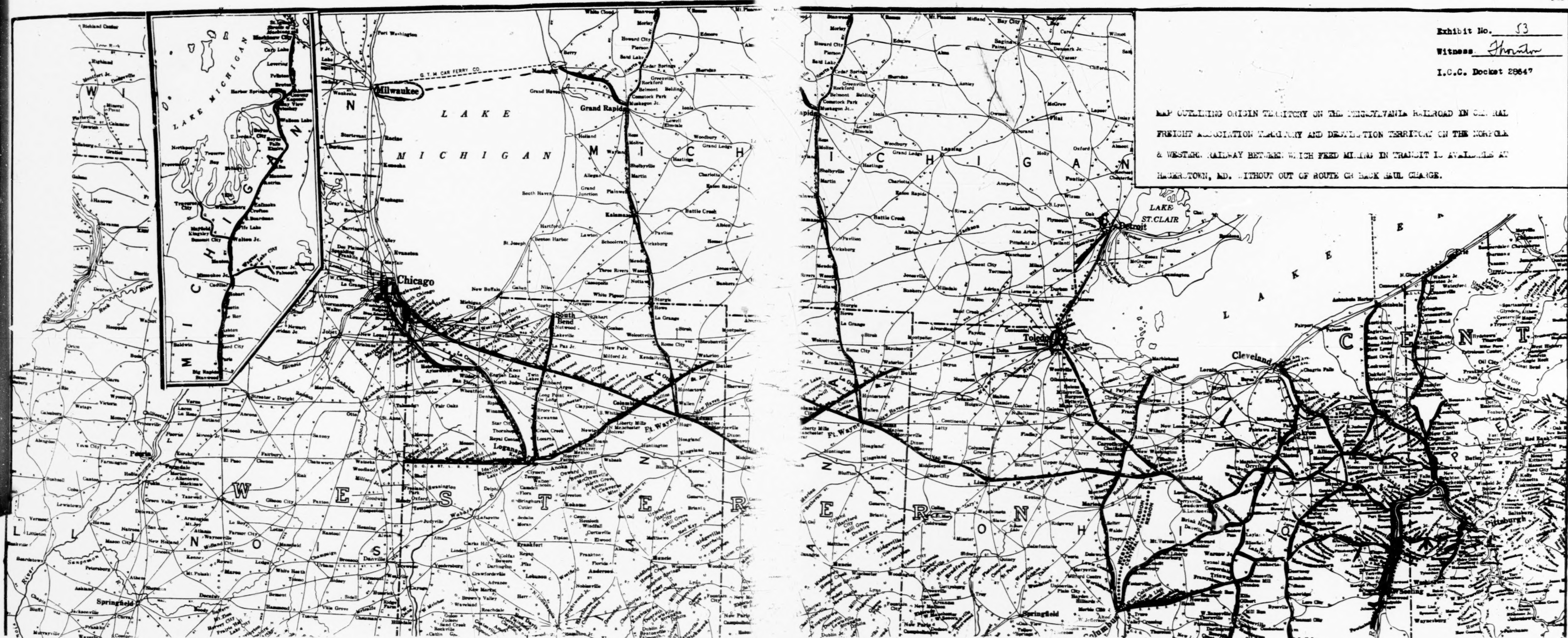


EXHIBIT No. 54

[fol. 771]

Statement Showing Charges in Cents Per 100 Pounds on Grain Originating at Typical C. F. A. Origin Points East of the C. F. A. Transit Point at which the Grain is Mixed to Representative Destinations in Trunk Line Territory; also Comparative Data.

TRANSIT AT HAGERSTOWN, MD.

Origin of Grain	Destination of Mixed Feed	Transit Point	Thru Rate on Feed Origin To Destination		Transit Charge (Cents Per 100 Pounds)	Out of Route or Back Haul Charge		TOTAL Charge in Cents		Note	Transit P.
			Rate in Cents Per 100 Pounds	P. R. R. Miles		Cents Per 100 Pounds	P. R. R. Miles	Per 100 Pounds	P. R. R. Miles		
Cleveland, O.	New York, N. Y.	Hagerstown, Md.	25.5	580	0.5	4.5	149	30.5	729	No. 1	Circleville, O.
Cleveland, O.	Freehold, N. J.	Hagerstown, Md.	27.0	548	0.5	4.5	149	32.0	697	No. 1	Circleville, O.
Cleveland, O.	Wilmington, Del.	Hagerstown, Md.	23.5	489	0.5	4.5	149	28.5	638	No. 2	Circleville, O.
Cleveland, O.	Salisbury, Md.	Hagerstown, Md.	25.75	572	0.5	4.5	149	30.75	721	.....	Circleville, O.
Lima, O.	New York, N. Y.	Hagerstown, Md.	26.5	702	0.5	4.5	149	31.5	851	No. 1	Fort Wayne, Ind.
Lima, O.	Freehold, N. J.	Hagerstown, Md.	28.0	670	0.5	4.5	149	33.0	819	No. 1	Fort Wayne, Ind.
Lima, O.	Wilmington, Del.	Hagerstown, Md.	24.5	611	0.5	4.5	149	29.5	760	No. 2	Fort Wayne, Ind.
Lima, O.	Salisbury, Md.	Hagerstown, Md.	26.75	694	0.5	4.5	149	31.75	843	.....	Fort Wayne, Ind.
Dover, O.	New York, N. Y.	Hagerstown, Md.	25.5	553	0.5	4.5	149	30.5	702	No. 1	Akron, O.
Dover, O.	Freehold, N. J.	Hagerstown, Md.	27.0	521	0.5	4.5	149	32.0	670	No. 1	Akron, O.
Dover, O.	Wilmington, Del.	Hagerstown, Md.	23.5	462	0.5	4.5	149	28.5	611	No. 2	Akron, O.
Dover, O.	Salisbury, Md.	Hagerstown, Md.	25.75	545	0.5	4.5	149	30.75	694	.....	Akron, O.
Mansfield, O.	New York, N. Y.	Hagerstown, Md.	25.5	616	0.5	4.5	149	30.5	765	No. 1	Toledo, O.
Mansfield, O.	Freehold, N. J.	Hagerstown, Md.	27.0	584	0.5	4.5	149	32.0	733	No. 1	Toledo, O.
Mansfield, O.	Wilmington, Del.	Hagerstown, Md.	23.5	525	0.5	4.5	149	28.5	674	No. 2	Toledo, O.
Mansfield, O.	Salisbury, Md.	Hagerstown, Md.	25.75	608	0.5	4.5	149	30.75	757	.....	Toledo, O.

Note No. 1—Via B. & O., Cherry Run, W. Va., W. Md. Ry., Shippensburg, Pa., Rdg. Co., Allentown, Pa., C.R.R. N. J. rate from origin to destination plus transit charge R. R. I. C. C. A-4 and W. Md. Ry. I. C. C. 8662.

Note No. 2—Via B. & O., Cherry Run, W. Va., W. Md. Ry., Shippensburg, Pa., Rdg. Co. rate from origin to destination plus transit charge of $\frac{1}{2}\text{¢}$ per 100 pounds without Ry. I. C. C. 8662.

Note No. 3—Charges are based on rate from transit point to destination plus transit charge of $\frac{1}{2}\text{¢}$ per 100 pounds plus out of route or back haul charge per P. R. R. I. C.

EXHIBIT No. 54

1 C. F. A. Origin Points East of the C. F. A. Transit Point at which the Grain is Mixed into Feed Vs. Transit at Hagerstown, Md., from Same Typical C. F. A. Origin Points to Representative Destinations in Trunk Line Territory; also Comparative Data.

HAGERSTOWN, MD.

TRANSIT AT A POINT IN C. F. A. TERRITORY

Transit Charge Cents Per 100 Pounds)	Out of Route or Back Haul Charge		TOTAL Charge in Cents		Note	Transit Point	Thru Rate on Feed Origin To Destination		Transit Point To Destination		Transit Charge (Cents Per 100 Pounds)	Out of Route or Back Haul Charge		TOTAL (Note #3) Charge in Cents	
	Cents Per 100 Pounds	P. R. R. Miles	Per 100 Pounds	P. R. R. Miles			Rate in Cents Per 100 Pounds	P. R. R. Miles	Rate in Cents Per 100 Pounds	P. R. R. Miles		Cents Per 100 Pounds	P. R. R. Miles	Per 100 Pounds	P. R. R. Miles
0.5	4.5	149	30.5	729	No. 1	Circleville, O.....	25.5	580	26.5	659	0.5	5.5	206	32.5	865
0.5	4.5	149	32.0	697	No. 1	Circleville, O.....	27.0	548	28.0	627	0.5	5.5	206	34.0	833
0.5	4.5	149	28.5	638	No. 2	Circleville, O.....	23.5	489	24.5	568	0.5	5.5	206	30.5	774
0.5	4.5	149	30.75	721	.....	Circleville, O.....	25.75	572	26.75	651	0.5	5.5	206	32.75	857
0.5	4.5	149	31.5	851	No. 1	Fort Wayne, Ind.....	26.5	702	30.5	762	0.5	5.0	60	36.0	822
0.5	4.5	149	33.0	819	No. 1	Fort Wayne, Ind.....	28.0	670	32.0	730	0.5	5.0	60	37.5	790
0.5	4.5	149	29.5	760	No. 2	Fort Wayne, Ind.....	24.5	611	28.5	671	0.5	5.0	60	34.0	731
0.5	4.5	149	31.75	843	.....	Fort Wayne, Ind.....	26.75	694	30.75	754	0.5	5.0	60	36.25	814
0.5	4.5	149	30.5	702	No. 1	Akron, O.....	25.5	553	25.5	568	0.5	6.5	85	32.5	653
0.5	4.5	149	32.0	670	No. 1	Akron, O.....	27.0	521	27.0	536	0.5	6.5	85	34.0	621
0.5	4.5	149	28.5	611	No. 2	Akron, O.....	23.5	462	23.5	477	0.5	6.5	85	30.5	562
0.5	4.5	149	30.75	694	.....	Akron, O.....	25.75	545	25.75	560	0.5	6.5	85	32.75	645
0.5	4.5	149	30.5	765	No. 1	Toledo, O.....	25.5	616	26.5	701	0.5	6.5	85	33.5	786
0.5	4.5	149	32.0	733	No. 1	Toledo, O.....	27.0	584	28.0	669	0.5	6.5	85	35.0	754
0.5	4.5	149	28.5	674	No. 2	Toledo, O.....	23.5	525	24.5	610	0.5	6.5	85	31.5	695
0.5	4.5	149	30.75	757	.....	Toledo, O.....	25.75	608	26.75	693	0.5	6.5	85	33.75	778

Co., Allentown, Pa., C.R.R. N. J. rate from origin to destination plus transit charge of $\frac{1}{2}\text{¢}$ per 100 pounds without out of route or back haul charge applies per B. & O.

Co. rate from origin to destination plus transit charge of $\frac{1}{2}\text{¢}$ per 100 pounds without out of route or back haul charge applies per B. & O R. R. I. C. C. A-4 and W. Md.

charge of $\frac{1}{2}\text{¢}$ per 100 pounds plus out of route or back haul charge per P. R. R. I. C. C. 2500.

Statement Showing Charges in Cents Per 100 Pounds on Grain Originating at Typical C.F.A. Origin Points East of the C.F.A. Transit Point at which the Grain is Mixed into Feed Vs. Transit at Hagerstown, Md., from Same Typical C. F. A. Origin Points to Representative Destinations in Trunk Line Territory; also Comparative Data.

COMPARATIVE DATA

Origin of Grain	Destination of Mixed Feed	Total Distance From Origin To Destination		Amount In Cents Per 100 Pounds Over Rate From Origin To Destination and Transit Charge of $\frac{1}{2}\text{¢}$ Per 100 Pounds When Transit Is Performed At:—	
		Via Hagerstown, Md. (Miles)	Via C. F. A. (Note # 3) Transit Point (Miles)	Hagerstown, Md. (When Movement is Via P. R. R.)	C. F. A. Transit Point
Cleveland, O.	New York, N. Y.	729	865	4.5	6.5
Cleveland, O.	Freehold, N. J.	697	833	4.5	6.5
Cleveland, O.	Wilmington, Del.	638	774	4.5	6.5
Cleveland, O.	Salisbury, Md.	721	857	4.5	6.5
Lima, O.	New York, N. Y.	851	822	4.5	9.0
Lima, O.	Freehold, N. J.	819	790	4.5	9.0
Lima, O.	Wilmington, Del.	760	731	4.5	9.0
Lima, O.	Salisbury, Md.	843	814	4.5	9.0
Dover, O.	New York, N. Y.	702	653	4.5	6.5
Dover, O.	Freehold, N. J.	670	621	4.5	6.5
Dover, O.	Wilmington, Del.	611	562	4.5	6.5
Dover, O.	Salisbury, Md.	694	645	4.5	6.5
Mansfield, O.	New York, N. Y.	765	786	4.5	7.5
Mansfield, O.	Freehold, N. J.	733	754	4.5	7.5
Mansfield, O.	Wilmington, Del.	674	695	4.5	7.5
Mansfield, O.	Salisbury, Md.	757	778	4.5	7.5
TOTAL		11,664	11,980	72.0	118.0
AVERAGE		729	748.75	4.5	7.375

TARIFF REFERENCES:—Transit and Back Haul Charges—Hagerstown, Md.—P. R. R. I. C. C. 2442.

“ “ “ “ “ —C. F. A. Points — “ “ 2500.

Rates on Grain and Grain Products—Agent B. T. Jones' I. C. C. 3356.

Mileages—P. R. R. I. C. C. 398.

[fol. 773]

EXHIBIT No. 55

Statement Showing Basis of Rates Applicable in Connection with Grain, Carloads, from Chicago, Ill., on Domestic Reshipping Rate—Made into Feed at Various Transit Points on Trunk Line Railroads in the States of New York and Pennsylvania—Destined to Points on the Pennsylvania Railroad in New Jersey, Delaware and Maryland VERSUS Rates that would Apply were Joint Through Rates and Routes Effective Via Such Transit Points; Also Mileage and Comparative Data.

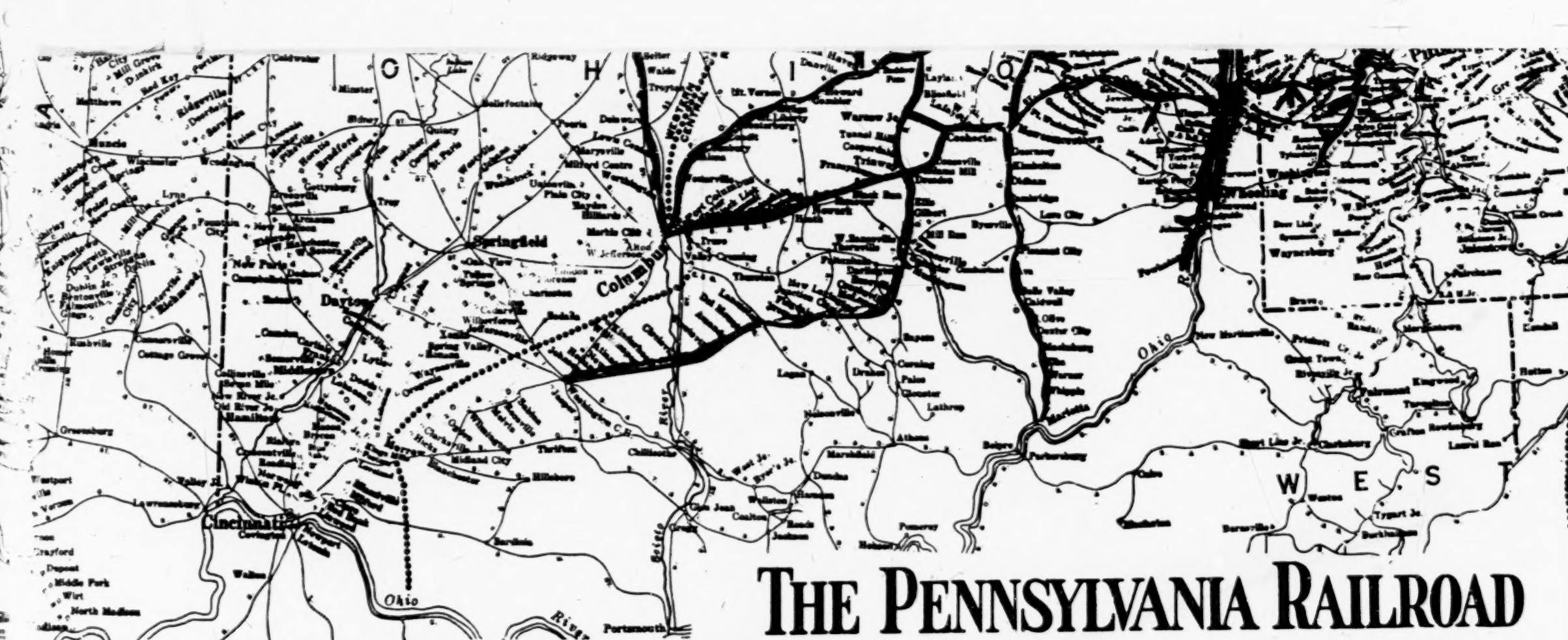
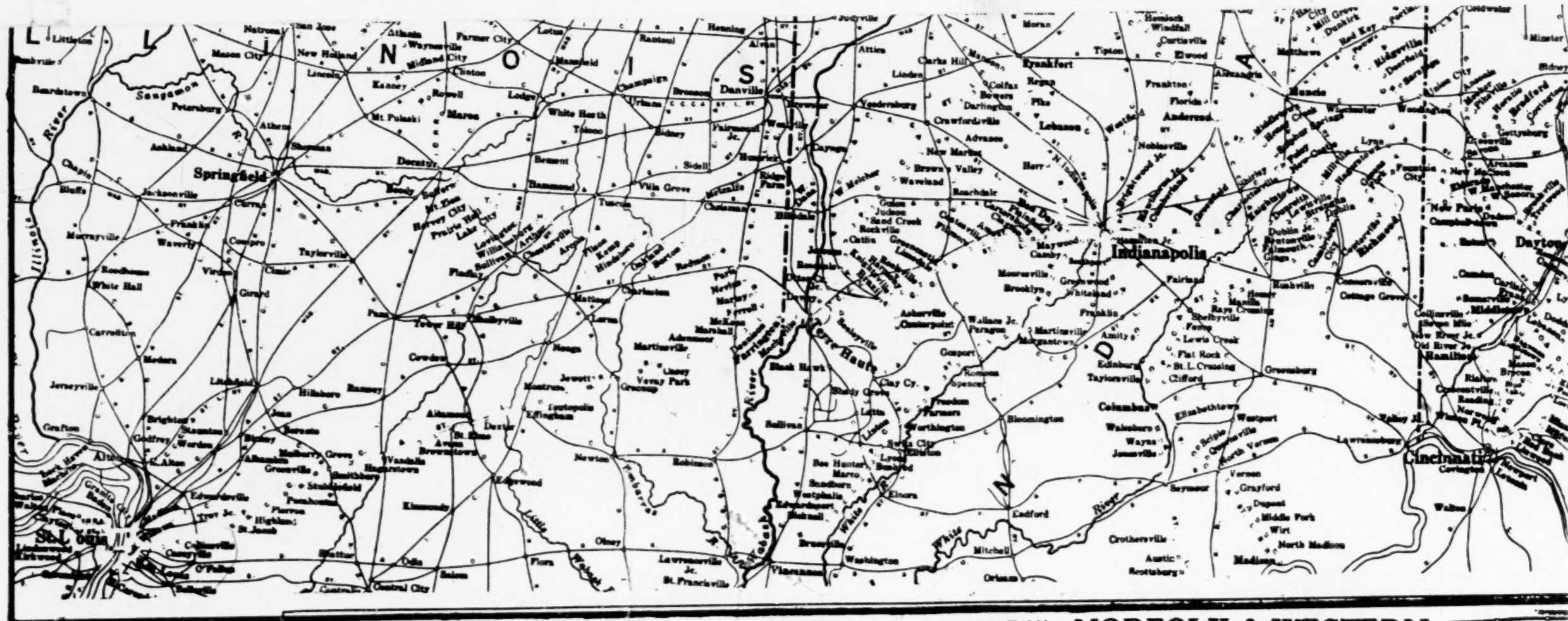
(As is Shown in Statement Combination Rates made on the Transit Point are Applicable in Every Instance.)

CD-85

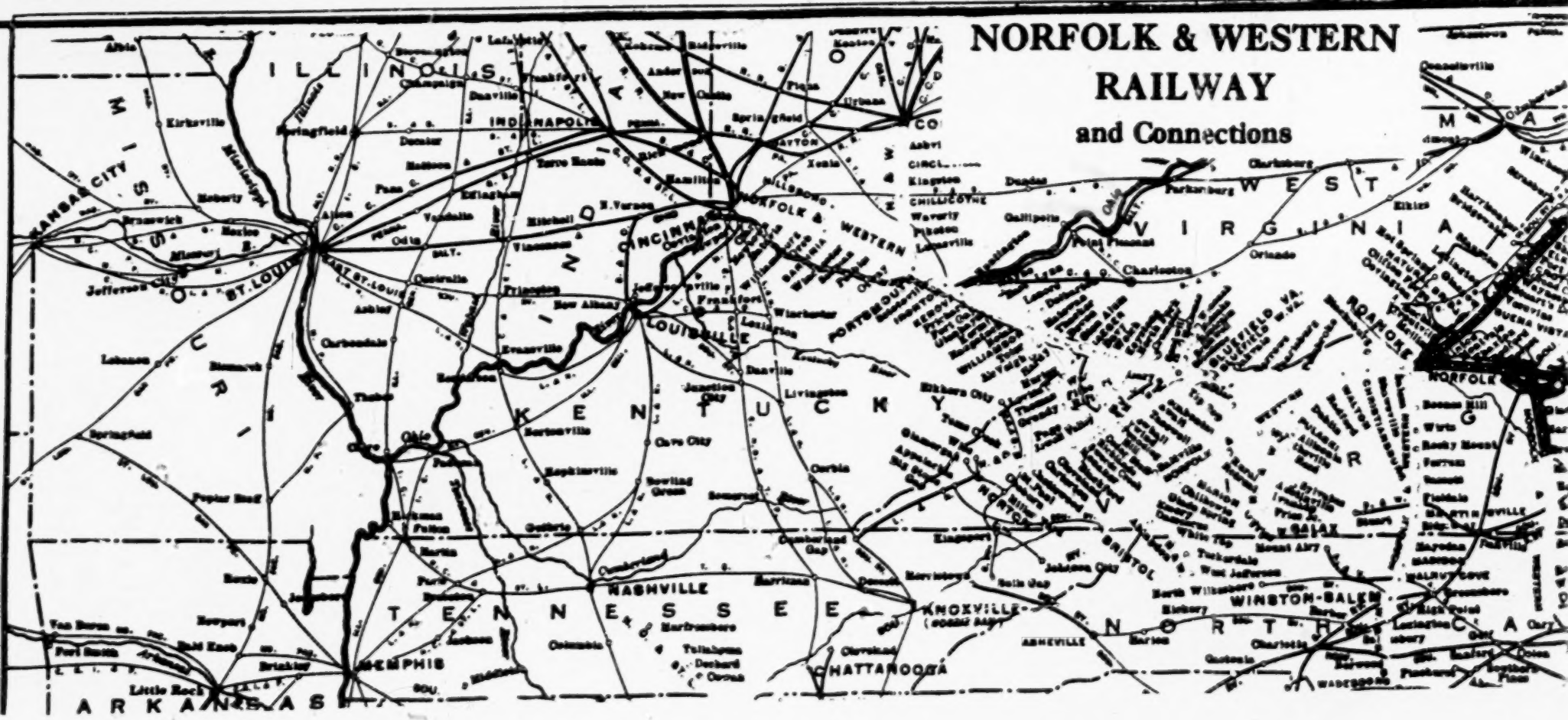
[fol. 774]

(ALL RATES IN CENTS PER 100 POUNDS)

TRANSIT POINT	DESTINATION								TRANSIT POINT
	Salisbury, Md.		Dover, Del.		Jamesburg, N. J.		Popes Creek, Md.		
	Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate	
Treichlers, Pa. (CRRNJ)									Waverly, N. Y. (LVRR)
PMRy—Chicago, Ill. to Buffalo, N. Y.	591		591		591		591		NYC&StLRy—Chicago, Ill. to Buffalo, N. Y.
DL&WRR—Buffalo, N. Y. to Taylor, Pa.	265		265		265		265		LVRR—Buffalo, N. Y. to Waverly, N. Y.
CRRNJ—Taylor, Pa. to Treichlers, Pa.	88		88		88		88		LVRR—Waverly, N. Y. to Wilkes Barre, Pa.
CRRNJ—Treichlers, Pa. to Phillipsburg, N. J.	28		28		28		28		PRR—Wilkes Barre, Pa. to Destination
PRR—Phillipsburg, N. J. to Destination	214		159		73		255		LVRR—Waverly, N. Y. to Phillipsburg, N. J.
Total	1186		1131		1045		1227		PRR—Phillipsburg, N. J. to Destination
Reshipping Rate (Domestic) Chicago, Ill. to:									Total
Destination		26 $\frac{3}{4}$		26 $\frac{3}{4}$		26 $\frac{1}{2}$		25	Reshipping Rate (Domestic) Chicago, Ill. to:
Transit Point		24		24		24		24	Destination
Local Rate—Transit Point to Destination		21		19		17		23	Transit Point
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)		45		43		41		47	Local Rate—Transit Point to Destination
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)		27 $\frac{1}{4}$		27 $\frac{1}{4}$		27		25 $\frac{1}{2}$	Combination of Chicago Reshipping Rate to Transit Plus Local Rate from Transit Point to Destination (In Effect at Present Date)
PRR Distance—Chicago, Ill. to Destination	902		847		866		874		Chicago Reshipping Rate to Destination plus Transit of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)
Circuity via Transit Point	Miles	284	Miles	284	Miles	179	Miles	353	PRR Distance—Chicago, Ill. to Destination
vs. PRR Direct	Percentage	31.49	Percentage	33.53	Percentage	20.67	Percentage	40.39	Circuity via Transit Point
									vs. PRR Direct
Waverly, N. Y. (DL&WRR)									Binghamton, N. Y. (Erie RR)
Wabash Ry—Chicago, Ill. to Buffalo, N. Y.	503		503		503		503		Erie RR—Chicago, Ill. to Binghamton, N. Y.
DL&WRR—Buffalo, N. Y. to Waverly, N. Y.	165		165		165		165		Erie RR—Binghamton, N. Y. to Marion (Croxtan) N
DL&WRR—Waverly, N. Y. to Elmira, N. Y.	19		19				19		PRR—Marion (Croxtan), N. J. to Destination
PRR—Elmira, N. Y. to Destination	356		301				329		Erie RR—Binghamton, N. Y. to Elmira, N. Y.
DL&WRR—Waverly, N. Y. to Manunka Chunk, N. J.					165				PRR—Elmira, N. Y. to Destination
PRR—Manunka Chunk, N. J. to Destination					90				Total
Total	1043		988		923		1016		Reshipping Rate (Domestic) Chicago, Ill. to:
Reshipping Rate (Domestic) Chicago, Ill. to:									Destination
Destination		26 $\frac{3}{4}$		26 $\frac{3}{4}$		26 $\frac{1}{2}$		25	Transit Point
Transit Point		23		23		23		23	Local Rate—Transit Point to Destination
Local Rate—Transit Point to Destination		21		21		18		20	Combination of Chicago Reshipping Rate to Transi plus Local Rate from Transit Point to Destination (In Effect at Present Date)
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)		44		44		41		43	Chicago Reshipping Rate to Destination plus Transit of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)		27 $\frac{1}{4}$		27 $\frac{1}{4}$		27		25 $\frac{1}{2}$	PRR Distance—Chicago, Ill. to Destination
PRR Distance—Chicago, Ill. to Destination	902		847		866		874		Circuity via Transit Point
Circuity via Transit Point	Miles	141	Miles	141	Miles	57	Miles	142	vs. PRR Direct
vs. PRR Direct	Percentage	15.63	Percentage	16.65	Percentage	6.58	Percentage	16.25	



THE PENNSYLVANIA RAILROAD



- INDICATES ORIGIN TERRITORY ON THE PENNSYLVANIA RAILROAD
- INDICATES DESTINATION TERRITORY ON NORFOLK & WESTERN RY.

DESTINATION

284	179	353
53	20.67	40.39

Waverly, N. Y. (LVRR)

Total.....

Reshipping Rate (Domestic) Chicago, Ill. to:

Combination of Chicago Reshipping Rate to Transit Point
Plus Local Rate from Transit Point to Destination
(In Effect at Present Date)

Chicago Reshipping Rate to Destination plus Transit Charge
of 1/2¢ per 100 Pounds
(Not Effective—Shown for Comparison Only)

PBB Distance—Chicago, Ill. to Destination.....

Circuitry via Transit Point vs. PRR Direct	Miles	Percentage
1.	100	100
2.	100	100
3.	100	100
4.	100	100
5.	100	100
6.	100	100
7.	100	100
8.	100	100
9.	100	100
10.	100	100
11.	100	100
12.	100	100
13.	100	100
14.	100	100
15.	100	100
16.	100	100
17.	100	100
18.	100	100
19.	100	100
20.	100	100
21.	100	100
22.	100	100
23.	100	100
24.	100	100
25.	100	100
26.	100	100
27.	100	100
28.	100	100
29.	100	100
30.	100	100
31.	100	100
32.	100	100
33.	100	100
34.	100	100
35.	100	100
36.	100	100
37.	100	100
38.	100	100
39.	100	100
40.	100	100
41.	100	100
42.	100	100
43.	100	100
44.	100	100
45.	100	100
46.	100	100
47.	100	100
48.	100	100
49.	100	100
50.	100	100
51.	100	100
52.	100	100
53.	100	100
54.	100	100
55.	100	100
56.	100	100
57.	100	100
58.	100	100
59.	100	100
60.	100	100
61.	100	100
62.	100	100
63.	100	100
64.	100	100
65.	100	100
66.	100	100
67.	100	100
68.	100	100
69.	100	100
70.	100	100
71.	100	100
72.	100	100
73.	100	100
74.	100	100
75.	100	100
76.	100	100
77.	100	100
78.	100	100
79.	100	100
80.	100	100
81.	100	100
82.	100	100
83.	100	100
84.	100	100
85.	100	100
86.	100	100
87.	100	100
88.	100	100
89.	100	100
90.	100	100
91.	100	100
92.	100	100
93.	100	100
94.	100	100
95.	100	100
96.	100	100
97.	100	100
98.	100	100
99.	100	100
100.	100	100

Salisbury, Md.		Dover, Del.		Jamesburg, N. J.		Popes Creek, Md.	
Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate

196	196	99	201
21.73	23.14	11.43	23.00

Binghamton, N. Y. (Erie RR)

Total.....	1188	1133	1081	1161
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Reshipping Rate (Domestic) Chicago, Ill. to:

Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination	44	44	41	43
(In Effect at Present Date)				

Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds.....	27 1/4	27 1/4	27	25 1/2
(Not Effective—Shown for Comparison Only)				

PRR Distance—Chicago, Ill. to Destination.....	902	847	866	874
--	-----	-----	-----	-----

Circuitry via Transit Point	Miles.....	286	286	215	287
vs. PRR Direct	Percentage.....	31.71	33.77	24.83	32.84

$$27\frac{1}{4} \qquad 27 \qquad 25\frac{1}{2}$$
847 866 874

141	57	142
165	6.58	16.25

(ALL RATES IN CENTS PER 100 POUNDS)

TRANSIT POINT	DESTINATION							
	Salisbury, Md.	Dover, Del.	Jamesburg, N. J.	Popes Creek, Md.	Miles	Rate	Miles	Rate
Cayuga, N. Y. (LVRR)								
MCRR—Chicago, Ill. to Suspension Bridge, N. Y.	511	511	511	511				
LVRR—Suspension Bridge, N. Y. to Cayuga, N. Y.	136	136	136	136				
LVRR—Cayuga, N. Y. to Wilkes Barre, Pa.	170	170	170	170				
PRR—Wilkes Barre, Pa. to Destination	298	243	275	275				
LVRR—Cayuga, N. Y. to Phillipsburg, N. J.			263					
PRR—Phillipsburg, N. J. to Destination			73					
Total	1115	1060	983	1092				
Reshipping Rate (Domestic) Chicago, Ill. to:								
Destination	26 $\frac{3}{4}$	26 $\frac{3}{4}$	26 $\frac{1}{2}$	25				
Transit Point	23	23	23	23				
Local Rate—Transit Point to Destination	21	21	17	20				
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)	44	44	40	43				
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)	27 $\frac{1}{4}$	27 $\frac{1}{4}$	27	25 $\frac{1}{2}$				
PRR Distance—Chicago, Ill. to Destination	902	847	866	874				
Circuitry via Transit Point (Miles)	213	213	117	218				
vs. PRR Direct (Percentage)	23.61	25.15	13.51	24.94				

Cortland, N. Y. (LVRR)								
PMRY—Chicago, Ill. to Suspension Bridge, N. Y.	583	583	583	583				
LVRR—Suspension Bridge, N. Y. to Cortland, N. Y.	191	191	191	191				
LVRR—Cortland, N. Y. to Wilkes Barre, Pa.	156	156	156	156				
PRR—Wilkes Barre, Pa. to Destination	298	243	275	275				
LVRR—Cortland, N. Y. to Phillipsburg, N. J.			249					
PRR—Phillipsburg, N. J. to Destination			73					
Total	1228	1173	1096	1205				
Reshipping Rate (Domestic) Chicago, Ill. to:								
Destination	26 $\frac{3}{4}$	26 $\frac{3}{4}$	26 $\frac{1}{2}$	25				
Transit Point	23	23	23	23				
Local Rate—Transit Point to Destination	21	21	17	20				
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)	44	44	40	43				
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)	27 $\frac{1}{4}$	27 $\frac{1}{4}$	27	25 $\frac{1}{2}$				
PRR Distance—Chicago to Destination	902	847	866	874				
Circuitry via Transit Point (Miles)	326	326	230	331				
vs. PRR Direct (Percentage)	36.14	38.49	26.56	37.87				

(ALL RATES IN CENTS PER 100 POUNDS)

TRANSIT POINT	DESTINATION					
	Dover, Del.		Jamesburg, N. J.		Popes Creek, Md.	
	Miles	Rate	Miles	Rate	Miles	Rate
Spencer, N. Y. (LVRR)						
NYCRR—Chicago, Ill. to Buffalo, N. Y.	511		511		511	
LVRR—Buffalo, N. Y. to Spencer, N. Y.	136		136		136	
LVRR—Spencer, N. Y. to Wilkes Barre, Pa.	170				170	
PRR—Wilkes-Barre, Pa. to Destination	243				275	
LVRR—Spencer, N. Y. to Phillipsburg, N. J.			263			
PRR—Phillipsburg, N. J. to Destination			73			
Total	1060		983		1092	
Reshipping Rate (Domestic) Chicago, Ill. to:						
Destination		26 $\frac{3}{4}$		26 $\frac{1}{2}$		25
Transit Point		23		23		23
Local Rate—Transit Point to Destination		21		17		20
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect At Present Date)		44		40		43
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)		27 $\frac{1}{4}$		27		25 $\frac{1}{2}$
PRR Distance—Chicago, Ill. to Destination	847		866		874	
Circuitry via Transit Point (Miles)	213		117		218	
vs. PRR Direct (Percentage)	5.15		13.51		24.94	

Horseheads, N. Y. (LVRR)									
WABRY—Chicago, Ill. to Buffalo, N. Y.	583	583	583						
LVRR—Buffalo, N. Y. to Horseheads, N. Y.	191	191	191						
LVRR—Horseheads, N. Y. to Wilkes Barre, Pa.	156	156	156						
PRR—Wilkes Barre, Pa. to Destination	243	275	275						
LVRR—Horseheads, N. Y. to Phillipsburg, N. J.		249							
PRR—Phillipsburg, N. J. to Destination		73							
Total	1173	1096	1205						
Reshipping Rate (Domestic) Chicago, Ill. to:									
Destination	26 $\frac{3}{4}$	26 $\frac{1}{2}$	25						
Transit Point	23	23	23						
Local Rate—Transit Point to Destination	21	17	20						
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)	44	40	43						
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)	27 $\frac{1}{4}$	27	25 $\frac{1}{2}$						
PRR Distance—Chicago to Destination	847	866	874						
Circuitry via Transit Point (Miles)	326	230	331						
vs. PRR Direct (Percentage)	4.49	26.56	37.87						

TRANSIT POINT	DESTINATION							
	Salisbury, Md.	Dover, Del.	Jamesburg, N. J.	Popes Creek, Md.	Miles	Rate	Miles	Rate
Spencer, N. Y. (LVRR)								
NYCRR—Chicago, Ill. to Buffalo, N. Y.	523	523	523	523				
LVRR—Buffalo, N. Y. to Spencer, N. Y.	165	165	165	165				
LVRR—Spencer, N. Y. to Wilkes Barre, Pa.	114	114	114	114				
PRR—Wilkes Barre, Pa. to Destination	298	243	275	275				
LVRR—Spencer, N. Y. to Phillipsburg, N. J.			206					
PRR—Phillipsburg, N. J. to Destination			73					
Total	1100	1045	967	1077				
Reshipping Rate (Domestic) Chicago, Ill. to:								
Destination	26 $\frac{3}{4}$	26 $\frac{3}{4}$	26 $\frac{1}{2}$	25				
Transit Point	23	23	23	23				
Local Rate—Transit Point to Destination	21	21	17	20				
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)	44	44	40	43				
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)	27 $\frac{1}{4}$	27 $\frac{1}{4}$	27	25 $\frac{1}{2}$				
PRR Distance—Chicago, Ill. to Destination	902	847	866	874				
Circuitry via Transit Point (Miles)	198	198	101	203				
vs. PRR Direct (Percentage)	21.95	23.38	11.96	23.23				

Horseheads, N. Y. (LVRR)									
WABRY—Chicago, Ill. to Buffalo, N. Y.	503	503	503	503					
LVRR—Buffalo, N. Y. to Horseheads, N. Y.	199	199	199	199					
LVRR—Horseheads, N. Y. to Wilkes Barre, Pa.	131	131	131	131					
PRR—Wilkes Barre, Pa. to Destination	298	243	275	275					
LVRR—Horseheads, N. Y. to Phillipsburg, N. J.			224						
PRR—Phillipsburg, N. J. to Destination			73						
Total	1131	1076	999	1108					
Reshipping Rate (Domestic) Chicago, Ill. to:									
Destination	26 $\frac{3}{4}$	26 $\frac{3}{4}$	26 $\frac{1}{2}$	25					
Transit Point	23	23	23	23					
Local Rate—Transit Point to Destination	21	21	17	20					
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)	44	44	40	43					
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)	27 $\frac{1}{4}$	27 $\frac{1}{4}$	27	25 $\frac{1}{2}$					
PRR Distance—Chicago to Destination	902	847	866	874					
Circuitry via Transit Point (Miles)	229	229	133	234					
vs. PRR Direct (Percentage)	25.39	27.04	15.36	26.77					

[fol. 776]

(ALL RATES IN CENTS PER 100 POUNDS)

TRANSIT POINT		DESTINATION								TRANSIT POINT	
		Salisbury, Md.		Dover, Del.		Jamesburg, N. J.		Popes Creek, Md.			
		Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate		
Tunkannock, Pa. (LVRR)											
ERIE RR—Chicago, Ill. to Buffalo, N. Y.		610		610		610		610		Miners Mills, Pa. (LVRR)	
LVRR—Buffalo, N. Y. to Tunkhannock, Pa.		237		237		237		237		PMRY—Chicago, Ill. to Suspension Bridge, N. Y.	
LVRR—Tunkhannock, Pa. to Hazleton, Pa.		75		75				75		LVRR—Suspension Bridge, N. Y. to Miners Mills, Pa.	
PRR—Hazleton, Pa. to Destination		245		190				264		LVRR—Miners Mills, Pa. to Hazleton, Pa.	
LVRR—Tunkhannock, Pa. to Phillipsburg, N. J.						123				PRR—Hazleton, Pa. to Destination	
PRR—Phillipsburg, N. J. to Destination						73				LVRR—Miners Mills, Pa. to Phillipsburg, N. J.	
Total		1167		1112		1043		1186		PRR—Phillipsburg, N. J. to Destination	
Reshipping Rate (Domestic) Chicago, Ill. to:										Total	
Destination			26 ³ / ₄		26 ³ / ₄		26 ¹ / ₂		25	Reshipping Rate (Domestic) Chicago, Ill. to:	
Transit Point			24		24		24		24	Destination	
Local Rate—Transit Point to Destination			21		21		17		20	Transit Point	
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)			45		45		41		44	Local Rate—Transit Point to Destination	
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)			27 ¹ / ₄		27 ¹ / ₄		27		25 ¹ / ₂	Combination of Chicago Reshipping Rate to Transit plus Local Rate from Transit Point to Destination (In Effect at Present Date)	
PRR Distance—Chicago, Ill. to Destination		902		847		866		874		Chicago Reshipping Rate to Destination plus Transit of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)	
Circuity via Transit Point Miles		265		265		177		312		PRR Distance—Chicago, Ill. to Destination	
vs. PRR Direct Percentage		29.38		31.29		20.44		35.70		Circuity via Transit Point Miles	
<hr/>											
Bloomsbury, N. J. (LVRR)											
B&ORR—Chicago, Ill. to Buffalo, N. Y.		687		687		687		687		Linfield, Pa. (RDG. CO.)	
LVRR—Buffalo, N. Y. to Bloomsbury, N. J.		372		372		372		372		NYCRR—Chicago, Ill. to Newberry Jet., Pa.	
LVRR—Bloomsbury, N. J. to Phillipsburg, N. J.		8		8		8		8		RDG. CO.—Newberry Jet., Pa. to Linfield, Pa.	
PRR—Phillipsburg, N. J. to Destination		214		159		73		255		RDG. CO.—Linfield, Pa. to Belmont, Pa.	
Total		1281		1226		1140		1322		PRR—Belmont, Pa. to Destination	
Reshipping Rate (Domestic) Chicago, Ill. to:										Total	
Destination			26 ³ / ₄		26 ³ / ₄		26 ¹ / ₂		25	Reshipping Rate (Domestic) Chicago, Ill. to:	
Transit Point			26		26		26		26	Destination	
Local Rate—Transit Point to Destination			22		19		15		24	Transit Point	
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)			48		45		41		50	Local Rate—Transit Point to Destination	
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)			27 ¹ / ₄		27 ¹ / ₄		27		25 ¹ / ₂	Combination of Chicago Reshipping Rate to Transit plus Local Rate from Transit Point to Destination (In Effect at Present Date)	
PRR Distance—Chicago, Ill. to Destination		902		847		866		874		Chicago Reshipping Rate to Destination plus Transit of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)	
Circuity via Transit Point Miles		379		379		274		448		PRR Distance—Chicago, Ill. to Destination	
vs. PRR Direct Percentage		42.02		44.75		31.64		51.26		Circuity via Transit Point Miles	
										vs. PRR Direct Percentage	

(ALL RATES IN CENTS PER 100 POUNDS)

DESTINATION

DESTINATION

TRANSIT POINT

Dover, Del.	Jamesburg, N. J.	Popes Creek, Md.
Miles	Miles	Miles
Rate	Rate	Rate
10	610	610
237	237	237
75	.....	75
90	.....	264
.....	123	.....
.....	73	.....
12	1043	1186
26 $\frac{3}{4}$	26 $\frac{1}{2}$	25
24	24	24
21	17	20
45	41	44
27 $\frac{1}{4}$	27	25 $\frac{1}{2}$
47	866	874
65	177	312
29	20.44	35.70

Miners Mills, Pa. (LVRR)

PMRY—Chicago, Ill. to Suspension Bridge, N. Y.	583	583	583	583
LVRR—Suspension Bridge, N. Y. to Miners Mills, Pa.	287	287	287	287
LVRR—Miners Mills, Pa. to Hazleton, Pa.	53	53	.....	53
PRR—Hazleton, Pa. to Destination.	245	190	.....	264
LVRR—Miners Mills, Pa. to Phillipsburg, N. J. ....	.....	.....	102	.....
PRR—Phillipsburg, N. J. to Destination. ....	.....	.....	73	.....

Total	1168	1113	1045	1187
Reshipping Rate (Domestic) Chicago, Ill. to:				
Destination	26 $\frac{3}{4}$	26 $\frac{3}{4}$	26 $\frac{1}{2}$	25
Transit Point	24	24	24	24
Local Rate—Transit Point to Destination	21	21	17	24
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination	45	45	41	48
(In Effect at Present Date)				
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds	27 $\frac{1}{4}$	27 $\frac{1}{4}$	27	25 $\frac{1}{2}$
(Not Effective—Shown for Comparison Only)				
PRR Distance—Chicago, Ill. to Destination	902	847	866	874
Circuity via Transit Point Miles	266	266	179	313
vs. PRR Direct Percentage	29.49	31.40	20.67	35.81

Linfield, Pa. (RDG. CO.)

NYCRR—Chicago, Ill. to Newberry Jet., Pa.	675	675	675	675
RDG. CO.—Newberry Jet., Pa. to Linfield, Pa.	168	168	168	168
RDG. CO.—Linfield, Pa. to Belmont, Pa.	30	30	30	30
PRR—Belmont, Pa. to Destination	134	79	55	175

Total	1007	952	928	1048
Reshipping Rate (Domestic) Chicago, Ill. to:				
Destination	26 $\frac{3}{4}$	26 $\frac{3}{4}$	26 $\frac{1}{2}$	25
Transit Point	24	24	24	24
Local Rate—Transit Point to Destination	20	17	15	21
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination	44	41	39	45
(In Effect at Present Date)				
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds	27 $\frac{1}{4}$	27 $\frac{1}{4}$	27	25 $\frac{1}{2}$
(Not Effective—Shown for Comparison Only)				
PRR Distance—Chicago, Ill. to Destination	902	847	866	874
Circuity via Transit Point Miles	105	105	62	174
vs. PRR Direct Percentage	11.64	12.40	7.16	19.91

87	687	687
72	372	372
8	8	8
59	73	255
26	1140	1322
26 $\frac{3}{4}$	26 $\frac{1}{2}$	25
26	26	26
19	15	24
45	41	50
27 $\frac{1}{4}$	27	25 $\frac{1}{2}$
47	866	874
79	274	448
75	31.64	51.26

(ALL RATES IN CENTS PER 100 POUNDS)

TRANSIT POINT	DESTINATION							
	Salisbury, Md.		Dover, Del.		Jamesburg, N. J.		Popes Creek, Md.	
	Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate
Manheim, Pa. (RDG. CO.)								
ERIE RR—Chicago, Ill. to Newberry Jet., Pa.	806		806		806		806	
RDG. CO.—Newberry Jet., Pa. to Manheim, Pa.	175		175		175		175	
RDG. CO.—Manheim, Pa. to Belmont, Pa.	86		86		86			
PRR—Belmont, Pa. to Destination	134		79		55			
RDG. CO.—Manheim, Pa. to Harrisburg, Pa.							42	
PRR—Harrisburg, Pa. to Destination							158	
Total	1201		1146		1122		1181	
Reshipping Rate (Domestic) Chicago, Ill. to:								
Destination		26 ³ / ₄		26 ³ / ₄		26 ¹ / ₂		25
Transit Point		24		24		24		24
Local Rate—Transit Point to Destination		19		17		18		19
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)		43		41		42		43
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2c per 100 Pounds (Not Effective—Shown for Comparison Only)		27 ¹ / ₄		27 ¹ / ₄		27		25 ¹ / ₂
PRR Distance—Chicago, Ill. to Destination	902		847		866		874	
Circuitry via Transit Point (Miles) vs. PRR Direct (Percentage)	299 (33.15)		299 (35.30)		256 (29.56)		307 (35.13)	
Albany, N. Y. (NYCRR)								
NYCRR—Chicago, Ill. to Albany, N. Y.	813		813		813		813	
NYCRR—Albany, N. Y. to 60th St., New York, N. Y.	151		151		151		151	
PRR—Jersey City, N. J. to Destination	219		164		41		260	
Total	1183		1128		1005		1224	
Reshipping Rate (Domestic) Chicago, Ill. to:								
Destination		26 ³ / ₄		26 ³ / ₄		26 ¹ / ₂		25
Transit Point		25		25		25		25
Local Rate—Transit Point to Destination		21		21		17		(*)20
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)		46		46		42		45
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2c per 100 Pounds (Not Effective—Shown for Comparison Only)		27 ¹ / ₄		27 ¹ / ₄		27		25 ¹ / ₂
PRR Distance—Chicago, Ill. to Destination	902		847		866		874	
Circuitry via Transit Point (Miles) vs. PRR Direct (Percentage)	281 (31.15)		281 (33.18)		139 (16.05)		350 (40.05)	
(*)—Applies via Newberry Jet., Pa.								

(ALL RATES IN CENTS PER 100 POUNDS)

TRANSIT POINT	DESTINATION					
	Dover, Del.		Jamesburg, N. J.		Popes Creek, Md.	
	Miles	Rate	Miles	Rate	Miles	Rate
BATAVIA, N. Y. (NYCRR)						
NYCRR—Chicago, Ill. to Batavia, N. Y.	806		806		806	
NYCRR—Batavia, N. Y. to Newberry Jet., Pa.	175		175		175	
PRR—Newberry Jet., Pa. to Destination	86		86			
	79		55			
					42	
					158	
Total	46		1122		1181	
Reshipping Rate (Domestic) Chicago, Ill. to:						
Destination		26 ³ / ₄		26 ¹ / ₂		25
Transit Point		24		24		24
Local Rate—Transit Point to Destination		17		18		19
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)		41		42		43
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2c per 100 Pounds (Not Effective—Shown for Comparison Only)		27 ¹ / ₄		27		25 ¹ / ₂
PRR Distance—Chicago, Ill. to Destination	47		866		874	
Circuitry via Transit Point (Miles) vs. PRR Direct (Percentage)	99 (30)		256 (29.56)		307 (35.13)	
CAYUGA, N. Y. (NYCRR)						
NYCRR—Chicago, Ill. to Cayuga, N. Y.	43		813		813	
NYCRR—Cayuga, N. Y. to Newberry Jet., Pa.	51		151		151	
PRR—Newberry Jet., Pa. to Destination	64		41		260	
Total	28		1005		1224	
Reshipping Rate (Domestic) Chicago, Ill. to:						
Destination		26 ³ / ₄		26 ¹ / ₂		25
Transit Point		25		25		25
Local Rate—Transit Point to Destination		21		17		(*)20
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)		46		42		45
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2c per 100 Pounds (Not Effective—Shown for Comparison Only)		27 ¹ / ₄		27		25 ¹ / ₂
PRR Distance—Chicago, Ill. to Destination	47		866		874	
Circuitry via Transit Point (Miles) vs. PRR Direct (Percentage)	81 (18)		139 (16.05)		350 (40.05)	

TRANSIT POINT	DESTINATION							
	Salisbury, Md.		Dover, Del.		Jamesburg, N. J.		Popes Creek, Md.	
	Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate
BATAVIA, N. Y. (NYCRR)								
NYCRR—Chicago, Ill. to Batavia, N. Y.	559		559		559		559	
NYCRR—Batavia, N. Y. to Newberry Jet., Pa.	239		239		239		239	
PRR—Newberry Jet., Pa. to Destination	280		225		244		253	
Total	1078		1023		1042		1051	
Reshipping Rate (Domestic) Chicago, Ill. to:								
Destination		26 ³ / ₄		26 ³ / ₄		26 ¹ / ₂		25
Transit Point		23		23		23		23
Local Rate—Transit Point to Destination		22		22		18		20
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)		45		45		41		43
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2c per 100 Pounds (Not Effective—Shown for Comparison Only)		27 ¹ / ₄		27 ¹ / ₄		27		25 ¹ / ₂
PRR Distance—Chicago, Ill. to Destination	902		847		866		874	
Circuitry via Transit Point (Miles) vs. PRR Direct (Percentage)	176 (19.51)		176 (20.78)		176 (20.32)		177 (20.25)	
CAYUGA, N. Y. (NYCRR)								
NYCRR—Chicago, Ill. to Cayuga, N. Y.	646		646		646		646	
NYCRR—Cayuga, N. Y. to Newberry Jet., Pa.	181		181		181		181	
PRR—Newberry Jet., Pa. to Destination	280		225		244		253	
Total	1107		1052		1071		1080	
Reshipping Rate (Domestic) Chicago, Ill. to:								
Destination		26 ³ / ₄		26 ³ / ₄		26 ¹ / ₂		25
Transit Point		23		23		23		23
Local Rate—Transit Point to Destination		21		21		17		20
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)		44		44		40		43
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2c per 100 Pounds (Not Effective—Shown for Comparison Only)		27 ¹ / ₄		27 ¹ / ₄		27		25 ¹ / ₂
PRR Distance—Chicago, Ill. to Destination	902		847		866		874	
Circuitry via Transit Point (Miles) vs. PRR Direct (Percentage)	205 (22.73)		205 (24.20)		205 (23.67)		206 (23.57)	

TRANSIT POINT	DESTINATION			
	Salisbury, Md.	Dover, Del.	Jamesburg, N. J.	Popes Creek, Md.
Manheim, Pa. (RDG. CO.)	Miles	Miles	Miles	Miles
ERIE RR—Chicago, Ill. to Newberry Jct., Pa.	806	806	806	806
RDG. CO.—Newberry Jct., Pa. to Manheim, Pa.	175	175	175	175
RDG. CO.—Manheim, Pa. to Belmont, Pa.	86	86	86	86
PRR—Belmont, Pa. to Destination	134	79	55	42
RDG. CO.—Manheim, Pa. to Harrisburg, Pa.	.....	.....	.....	158
PRR—Harrisburg, Pa. to Destination	.....	.....	.....	.....
Total	1201	1146	1122	1181
Reshipping Rate (Domestic) Chicago, Ill. to:				
Destination	26¾	26¾	26½	25
Transit Point	24	24	24	24
Local Rate—Transit Point to Destination	19	17	18	19
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)	43	41	42	43
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)	27¼	27¼	27	25½
PRR Distance—Chicago, Ill. to Destination	902	847	866	874
Circuity via Transit Point (Miles) vs. PRR Direct (Percentage)	299 33.15	299 35.30	256 29.56	307 35.13
Albany, N. Y. (NYCRR)				
NYCRR—Chicago, Ill. to Albany, N. Y.	813	813	813	813
NYCRR—Albany, N. Y. to 60th St., New York, N. Y.	151	151	151	151
PRR—Jersey City, N. J. to Destination	219	164	41	260
Total	1183	1128	1005	1224
Reshipping Rate (Domestic) Chicago, Ill. to:				
Destination	26¾	26¾	26½	25
Transit Point	25	25	25	25
Local Rate—Transit Point to Destination	21	21	17	(*)20
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)	46	46	42	45
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)	27¼	27¼	27	25½
PRR Distance—Chicago, Ill. to Destination	902	847	866	874
Circuity via Transit Point (Miles) vs. PRR Direct (Percentage)	281 31.15	281 33.18	139 16.05	350 40.05

(*)—Applies via Newberry Jct., Pa.

CD-851(5)

TRANSIT POINT	DESTINATION			
	Jamesburg, N. J.	Popes Creek, Md.	Jamesburg, N. J.	Popes Creek, Md.
BATAVIA, N. Y. (NYCRR)	Miles	Miles	Miles	Miles
NYCRR—Chicago, Ill. to Batavia, N. Y.	806	806	806	806
NYCRR—Batavia, N. Y. to Newberry Jct., Pa.	175	175	175	175
PRR—Newberry Jct., Pa. to Destination	86	86	86	86
Total	1122	1181	1122	1181
Reshipping Rate (Domestic) Chicago, Ill. to:				
Destination	26½	25	26½	25
Transit Point	24	24	24	24
Local Rate—Transit Point to Destination	18	19	18	19
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)	42	43	42	43
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)	27	25½	27	25½
PRR Distance—Chicago, Ill. to Destination	866	874	866	874
Circuity via Transit Point (Miles) vs. PRR Direct (Percentage)	256 29.56	307 35.13	256 29.56	307 35.13
CAYUGA, N. Y. (NYCRR)				
NYCRR—Chicago, Ill. to Cayuga, N. Y.	813	813	813	813
NYCRR—Cayuga, N. Y. to Newberry Jct., Pa.	151	151	151	151
PRR—Newberry Jct., Pa. to Destination	41	260	41	260
Total	1005	1224	1005	1224
Reshipping Rate (Domestic) Chicago, Ill. to:				
Destination	26½	25	26½	25
Transit Point	25	25	25	25
Local Rate—Transit Point to Destination	17	(*)20	17	(*)20
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)	42	45	42	45
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)	27	25½	27	25½
PRR Distance—Chicago, Ill. to Destination	866	874	866	874
Circuity via Transit Point (Miles) vs. PRR Direct (Percentage)	139 16.05	350 40.05	139 16.05	350 40.05

TRANSIT POINT	DESTINATION			
	Salisbury, Md.	Dover, Del.	Jamesburg, N. J.	Popes Creek, Md.
BATAVIA, N. Y. (NYCRR)	Miles	Miles	Miles	Miles
NYCRR—Chicago, Ill. to Batavia, N. Y.	559	559	559	559
NYCRR—Batavia, N. Y. to Newberry Jct., Pa.	239	239	239	239
PRR—Newberry Jct., Pa. to Destination	280	225	244	253
Total	1078	1023	1042	1051
Reshipping Rate (Domestic) Chicago, Ill. to:				
Destination	26¾	26¾	26½	25
Transit Point	23	23	23	23
Local Rate—Transit Point to Destination	22	22	18	20
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)	45	45	41	43
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)	27¼	27¼	27	25½
PRR Distance—Chicago, Ill. to Destination	902	847	866	874
Circuity via Transit Point (Miles) vs. PRR Direct (Percentage)	176 19.51	176 20.78	176 20.32	177 20.25
CAYUGA, N. Y. (NYCRR)				
NYCRR—Chicago, Ill. to Cayuga, N. Y.	646	646	646	646
NYCRR—Cayuga, N. Y. to Newberry Jct., Pa.	181	181	181	181
PRR—Newberry Jct., Pa. to Destination	280	225	244	253
Total	1107	1052	1071	1080
Reshipping Rate (Domestic) Chicago, Ill. to:				
Destination	26¾	26¾	26½	25
Transit Point	23	23	23	23
Local Rate—Transit Point to Destination	21	21	17	20
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)	44	44	40	43
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)	27¼	27¼	27	25½
PRR Distance—Chicago, Ill. to Destination	902	847	866	874
Circuity via Transit Point (Miles) vs. PRR Direct (Percentage)	205 22.73	205 24.20	205 23.67	206 23.57

(ALL RATES IN CENTS PER 100 POUNDS)

TRANSIT POINT	DESTINATION							
	Salisbury, Md.		Dover, Del.		Jamesburg, N. J.		Popes Creek, Md.	
	Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate
Geneva, N. Y. (NYCRR)								
NYCRR—Chicago, Ill. to Geneva, N. Y.	632		632		632		632	
NYCRR—Geneva, N. Y. to Newberry Jet., Pa.	166		166		166		166	
PRR—Newberry Jet., Pa. to Destination	280		225		244		253	
Total	1078		1023		1042		1051	
Reshipping Rate (Domestic) Chicago, Ill. to:								
Destination		26¾		26¾		26½		25
Transit Point		23		23		23		23
Local Rate—Transit Point to Destination		21		21		17		20
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)		44		44		40		43
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)		27¼		27¼		27		25½
PRR Distance—Chicago, Ill. to Destination	902		847		866		874	
Circuity via Transit Point {Miles	176		176		176		177	
vs. PRR Direct {Percentage	19.51		20.78		20.32		20.25	
Kingston, N. Y. (NYC-WS)								
NYCRR—Chicago, Ill. to Kingston, N. Y.	860		860		860		860	
NYCRR—Kingston, N. Y. to Jersey City, N. J.	92		92		92		92	
PRR—Jersey City, N. J. to Destination	219		164		41		260	
Total	1171		1116		993		1212	
Reshipping Rate (Domestic) Chicago, Ill. to:								
Destination		26¾		26¾		26½		25
Transit Point		26		26		26		26
Local Rate—Transit Point to Destination		21		21		17		27
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)		47		47		43		53
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)		27¼		27¼		27		25½
PRR Distance—Chicago, Ill. to Destination	902		847		866		874	
Circuity via Transit Point {Miles	269		269		127		338	
vs. PRR Direct {Percentage	29.82		31.76		14.67		38.67	

CD-851(6)

(ALL RATES IN CENTS PER 100 POUNDS)

TRANSIT POINT	ESTINATION							
	Dover, Del.		Jamesburg, N. J.		Popes Creek, Md.			
	Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate
Martisco, N. Y. (NYCRR)								
NYCRR—Chicago, Ill. to Martisco, N. Y.			632		632			
NYCRR—Martisco, N. Y. to Newberry Jet., Pa.			166		166			
PRR—Newberry Jet., Pa. to Destination			244		253			
Total			1042		1051			
Reshipping Rate (Domestic) Chicago, Ill. to:								
Destination		26¾		26½		25		
Transit Point		23		23		23		
Local Rate—Transit Point to Destination		21		17		20		
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)		44		40		43		
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)		27¼		27		25½		
PRR Distance—Chicago, Ill. to Destination			866		874			
Circuity via Transit Point {Miles			176		177			
vs. PRR Direct {Percentage			20.32		20.25			
North Tonawanda, N. Y. (NYCRR)								
NYCRR—Chicago, Ill. to No. Tonawanda, N. Y.			860		860			
NYCRR—No. Tonawanda, N. Y. to Newberry Jet., Pa.			92		92			
PRR—Newberry Jet., Pa. to Destination			41		260			
Total			993		1212			
Reshipping Rate (Domestic) Chicago, Ill. to:								
Destination		26¾		26½		25		
Transit Point		26		26		26		
Local Rate—Transit Point to Destination		21		17		27		
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)		47		43		53		
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)		27¼		27		25½		
PRR Distance—Chicago, Ill. to Destination			866		874			
Circuity via Transit Point {Miles			127		338			
vs. PRR Direct {Percentage			14.67		38.67			

TRANSIT POINT	DESTINATION							
	Salisbury, Md.		Dover, Del.		Jamesburg, N. J.		Popes Creek, Md.	
	Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate
Martisco, N. Y. (NYCRR)								
NYCRR—Chicago, Ill. to Martisco, N. Y.	672		672		672		672	
NYCRR—Martisco, N. Y. to Newberry Jet., Pa.	207		207		207		207	
PRR—Newberry Jet., Pa. to Destination	280		225		244		253	
Total	1159		1104		1123		1132	
Reshipping Rate (Domestic) Chicago, Ill. to:								
Destination		26¾		26¾		26½		25
Transit Point		23		23		23		23
Local Rate—Transit Point to Destination		21		21		17		20
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)		44		44		40		43
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)		27¼		27¼		27		25½
PRR Distance—Chicago, Ill. to Destination	902		847		866		874	
Circuity via Transit Point {Miles	257		257		257		258	
vs. PRR Direct {Percentage	28.49		30.34		29.68		29.52	
North Tonawanda, N. Y. (NYCRR)								
NYCRR—Chicago, Ill. to No. Tonawanda, N. Y.	538		538		538		538	
NYCRR—No. Tonawanda, N. Y. to Newberry Jet., Pa.	275		275		275		275	
PRR—Newberry Jet., Pa. to Destination	280		225		244		253	
Total	1093		1038		1057		1066	
Reshipping Rate (Domestic) Chicago, Ill. to:								
Destination		26¾		26¾		26½		25
Transit Point		20		20		20		20
Local Rate—Transit Point to Destination		22		22		18		20
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)		42		42		38		40
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)		27¼		27¼		27		25½
PRR Distance—Chicago, Ill. to Destination	902		847		866		874	
Circuity via Transit Point {Miles	191		191		191		192	
vs. PRR Direct {Percentage	21.18		22.55		22.06		21.97	

(ALL RATES IN CENTS PER 100 POUNDS)

DESTINATION

TRANSIT POINT	Salisbury, Md.		Dover, Del.		Jamesburg, N. J.		Popes Creek, Md.	
	Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate
Oswego, N. Y. (NYCRR)								
NYCRR—Chicago, Ill. to Oswego, N. Y.	667		667		667		667	
NYCRR—Oswego, N. Y. to Newberry Jct., Pa.	279		279		279		279	
PRR—Newberry Jct., Pa. to Destination	280		225		244		253	
Total	1226		1171		1190		1199	
Reshipping Rate (Domestic) Chicago, Ill. to:								
Destination		26¾		26¾		26½		25
Transit Point		23		23		23		23
Local Rate—Transit Point to Destination		21		21		17		20
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)		44		44		40		43
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)		27¼		27¼		27		25½
PRR Distance—Chicago, Ill. to Destination	902		847		866		874	
Circuitry via Transit Point	(Miles	324	324	324	324	325		
vs. PRR Direct	(Percentage	35.92	38.25	37.41	37.19			
<hr/>								
Penn Yan, N. Y. (NYCRR)								
NYCRR—Chicago, Ill. to Penn Yan, N. Y.	651		651		651		651	
NYCRR—Penn Yan, N. Y., to Newberry Jct., Pa.	159		159		159		159	
PRR—Newberry Jct., Pa. to Destination	280		225		244		253	
Total	1090		1035		1054		1063	
Reshipping Rate (Domestic) Chicago, Ill. to:								
Destination		26¾		26¾		26½		25
Transit Point		23		23		23		23
Local Rate—Transit Point to Destination		21		21		17		20
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)		44		44		40		43
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)		27¼		27¼		27		25½
PRR Distance—Chicago, Ill. to Destination	902		847		866		874	
Circuitry via Transit Point	(Miles	188	188	188	189			
vs. PRR Direct	(Percentage	20.84	22.20	21.71	21.62			

CD-851(7)

CD-851(7)

TRANSIT POINT

Pittsford, N. Y. (NYCRR)	
NYCRR—Chicago, Ill. to Pittsford, N. Y.	
NYCRR—Pittsford, N. Y. to Newberry Jet., Pa.	
PRR—Newberry Jet., Pa. to Destination	
Total	10
Reshipping Rate (Domestic) Chicago, Ill. to:	
Destination	
Transit Point	
Local Rate—Transit Point to Destination	
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)	
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)	
PRR Distance—Chicago, Ill. to Destination	
Circuitry via Transit Point (Miles)	20
vs. PRR Direct (Percentage)	
Rochester (Kent St. Sta.), N. Y. (NYCRR)	
NYCRR—Chicago, Ill. to Rochester, N. Y.	
NYCRR—Rochester, N. Y. to Newberry Jet., Pa.	
PRR—Newberry Jet., Pa. to Destination	
Total	10
Reshipping Rate (Domestic) Chicago, Ill. to:	
Destination	
Transit Point	
Local Rate—Transit Point to Destination	
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)	
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)	
PRR Distance—Chicago, Ill. to Destination	
Circuitry via Transit Point (Miles)	20
vs. PRR Direct (Percentage)	

(ALL RATES IN CENTS PER 100 POUNDS)

DESTINATION

Dover, Del.		Jamesburg, N. J.		Popes Creek, Md.	
Miles	Rate	Miles	Rate	Miles	Rate
667		667		667	
279		279		279	
225		244		253	
<u>1171</u>		<u>1190</u>		<u>1199</u>	
	26¾		26½		25
	23		23		23
	21		17		20
	44		40		43
	27¼		27		25½
847		866		874	
324		324		325	
3.25		37.41		37.19	
<hr/>					
651		651		651	
159		159		159	
225		244		253	
<u>1035</u>		<u>1054</u>		<u>1063</u>	
	26¾		26½		25
	23		23		23
	21		17		20
	44		40		43
	27¼		27		25½
847		866		874	
188		188		189	
2.20		21.71		21.62	

DESTINATION

TRANSIT POINT	Salisbury, Md.	Dover, Del.	Jamesburg, N. J.	Popes Creek, Md.				
	Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate
Pittsford, N. Y. (NYCRR)								
NYCRR—Chicago, Ill. to Pittsford, N. Y.	600		600		600		600	
NYCRR—Pittsford, N. Y. to Newberry Jct., Pa.	209		209		209		209	
PRR—Newberry Jct., Pa. to Destination	280		225		244		253	
Total	1089		1034		1053		1062	
Reshipping Rate (Domestic) Chicago, Ill. to:								
Destination		26¾		26¾		26½		25
Transit Point		23		23		23		23
Local Rate—Transit Point to Destination		22		22		17		20
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)		45		45		40		43
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)		27¼		27¼		27		25½
PRR Distance—Chicago, Ill. to Destination	902		847		866		874	
Circuitry via Transit Point								
vs. PRR Direct	{ Miles 187 Percentage 20.73		{ Miles 187 Percentage 22.08		{ Miles 187 Percentage 21.59		{ Miles 188 Percentage 21.51	
<hr/>								
Rochester (Kent St. Sta.), N. Y. (NYCRR)								
NYCRR—Chicago, Ill. to Rochester, N. Y.	591		591		591		591	
NYCRR—Rochester, N. Y. to Newberry Jct., Pa.	217		217		217		217	
PRR—Newberry Jct., Pa. to Destination	280		225		244		253	
Total	1088		1033		1052		1061	
Reshipping Rate (Domestic) Chicago, Ill. to:								
Destination		26¾		26¾		26½		25
Transit Point		23		23		23		23
Local Rate—Transit Point to Destination		22		22		17		20
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)		45		45		40		43
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)		27¼		27¼		27		25½
PRR Distance—Chicago, Ill. to Destination	902		847		866		874	
Circuitry via Transit Point								
vs. PRR Direct	{ Miles 186 Percentage 20.62		{ Miles 186 Percentage 21.96		{ Miles 186 Percentage 21.48		{ Miles 187 Percentage 21.40	

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(ALL RATES IN CENTS PER 100 POUNDS)

DESTINATION

TRANSIT POINT	Salisbury, Md.		Dover, Del.		Jamesburg, N. J.		Popes Creek, Md.	
	Miles	Rate	Miles	Rate	Miles	Rate	Miles	Rate
Utica, N. Y. (NYCRR)								
NYCRR—Chicago, Ill. to Utica, N. Y.	722		722		722		722	
NYCRR—Utica, N. Y. to Newberry Jct., Pa.	270		270		270		270	
PRR—Newberry Jct., Pa. to Destination	280		225		244		253	
Total	1272		1217		1236		1245	
Reshipping Rate (Domestic) Chicago, Ill. to:								
Destination		26 $\frac{3}{4}$		26 $\frac{3}{4}$		26 $\frac{1}{2}$		25
Transit Point		23 $\frac{1}{2}$		23 $\frac{1}{2}$		23 $\frac{1}{2}$		23 $\frac{1}{2}$
Local Rate—Transit Point to Destination		21		21		17		20
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)		44 $\frac{1}{2}$		44 $\frac{1}{2}$		40 $\frac{1}{2}$		43 $\frac{1}{2}$
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)		27 $\frac{1}{4}$		27 $\frac{1}{4}$		27		25 $\frac{1}{2}$
PRR Distance—Chicago, Ill. to Destination	902		847		866		874	
Circuity via Transit Point (Miles	370		370		370		371	
vs. PRR Direct (Percentage	41.02		43.68		42.73		42.45	

Horseheads, N. Y. (Erie RR)								
Erie RR—Chicago, Ill. to Horseheads, N. Y.	710		710		710		710	
Erie RR—Horseheads, N. Y. to Elmira, N. Y.	5		5				5	
PRR—Elmira, N. Y. to Destination	356		301				329	
Erie RR—Horseheads, N. Y. to Croxton (Marion), N. J.					273			
PRR—Croxton (Marion), N. J. to Destination					39			
Total	1071		1016		1022		1044	
Reshipping Rate (Domestic) Chicago, Ill. to:								
Destination		26 $\frac{3}{4}$		26 $\frac{3}{4}$		26 $\frac{1}{2}$		25
Transit Point		23		23		23		23
Local Rate—Transit Point to Destination		21		21		17		20
Combination of Chicago Reshipping Rate to Transit Point plus Local Rate from Transit Point to Destination (In Effect at Present Date)		44		44		40		43
Chicago Reshipping Rate to Destination plus Transit Charge of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)		27 $\frac{1}{4}$		27 $\frac{1}{4}$		27		25 $\frac{1}{2}$
PRR Distance—Chicago, Ill. to Destination	902		847		866		874	
Circuity via Transit Point (Miles	169		169		156		170	
vs. PRR Direct (Percentage	18.74		19.95		18.01		19.45	

CD-851(8)

TRANSIT POINT

Waverly, N. Y. (Erie RR)	
Erie RR—Chicago, Ill. to Waverly, N. Y.	
Erie RR—Waverly, N. Y. to Elmira, N. Y.	
PRR—Elmira, N. Y. to Destination	
Erie RR—Waverly, N. Y. to Croxton (Marion), N. J.	
PRR—Croxton (Marion), N. J. to Destination	

Total	
Reshipping Rate (Domestic) Chicago, Ill. to:	
Destination	
Transit Point	
Local Rate—Transit Point to Destination	

Combination of Chicago Reshipping Rate to Transit P plus Local Rate from Transit Point to Destination (In Effect at Present Date)	
---	--

Chicago Reshipping Rate to Destination plus Transit Cha of 1/2¢ per 100 Pounds (Not Effective—Shown for Comparison Only)	
--	--

PRR Distance—Chicago, Ill. to Destination	
---	--

Circuity via Transit Point (Miles	
vs. PRR Direct (Percentage	

Mileages

TAB

Pennsylvania R. R. I. C. C. 398
Delaware, Lackawanna & Western R. R. I. C. C. 22030
Lehigh Valley R. R. I. C. C. C-8325
Erie R. R. I. C. C. 19095
Erie R. R. I. C. C. A-5634
Pere Marquette Ry. I. C. C. 3761
Wabash Ry. I. C. C. 6442
Central R. R. of New Jersey I. C. C. 5033
New York, Chicago & St. Louis R. R. I. C. C. 5035
Reading Company I. C. C. 1110
Michigan Central R. R. I. C. C. 5196
New York Central R. R. I. C. C. LS-1536
New York Central R. R. I. C. C. NYC-16802
Baltimore & Ohio R. R. I. C. C. 23392

DESTINATION

TRANSIT POINT

DESTINATION

Total

Circuitry via Transit Point vs. PRR Direct	Miles.....
	Percentage.....

204	157	205
24.09	18.13	23.46

370	370	371
68	42.73	42.45

169	156	170
.95	18.01	19.45

Mileages

Rates

Agent B. T. Jones' I. C. C. 3356
Agent B. T. Jones' I. C. C. 3300
Central R. R. of New Jersey I. C. C. G-5506
Delaware, Lackawanna & Western R. R. I. C. C. 23917
Lehigh Valley R. R. I. C. C. C-9020
Erie R. R. I. C. C. 19801
Agent W. S. Curlett's I. C. C. A-334
Agent W. S. Curlett's I. C. C. A-335
Agent W. S. Curlett's I. C. C. A-332
Agent W. S. Curlett's I. C. C. A-331
Agent W. S. Curlett's I. C. C. A-714
New York Central R. R. I. C. C. NYC-17046

Statement Showing Basis for Charges on Grain, Carloads, from Chicago, Ill., P. R. R., when Mixed in Transit into Feed at Eastern Points on P. R. R. and Forwarded to Eastern Destinations, for the Deliveries Indicated, Rates are in Effect via Various Routes from Chicago, Ill., via which Transit is Available at Hagerstown, Md., per W. M. Ry. I. C. C. No. 8662

FROM: CHICAGO, ILL.

REPRESENTATIVE DESTINATIONS	TRANSIT AT BEDFORD, PA., P. R. R.			TRANSIT AT GREENCASTLE, PA., P. R. R.			TRANSIT AT PHILADELPHIA, PA., P. R. R.
	Route to Destination (Interchange Point Between P. R. R. and Destination Carrier)		Basis for Settlement of Charges from Chicago, Ill., PRR, to Destination when Transited at Bedford, Pa., PRR	Route to Destination (Interchange Point Between P. R. R. and Destination Carrier)		Basis for Settlement of Charges from Chicago, Ill., PRR, to Destination when Transited at Greencastle, Pa., PRR	Route to Destination (Interchange Point Between P. R. R. and Destination Carrier)
	From Chicago, Ill. (PRR)	From P. R. R. Transit Point (Bedford, Pa.)		From Chicago, Ill. (PRR)	From P. R. R. Transit Point (Greencastle, Pa.)			From Chicago, Ill. (PRR)
POINTS ON CRR of NJ							
Jersey City, N. J.	Nanticoke, Pa.	Oak Island Jct., N. J.		Nanticoke, Pa.	Oak Island Jct., N. J.		Nanticoke, Pa.
Plainfield, N. J.	"	Flemington, N. J.		"	Flemington, N. J.		"
Highbridge, N. J.	"			"			"
Hampton, N. J.	"	Nanticoke, Pa.		"			"
Bethlehem, Pa.	"	"		"			"
Mauch Chunk, Pa.	"	"		"	Phillipsburg, N. J.		"
Wilkes Barre, Pa.	"	"		"			"
Scranton, Pa.	"	"	Thru rate origin to destination plus transit charge of 1/2¢ per 100 pounds, and plus out of route charge of 3¢ per 100 lbs.	"	Nanticoke, Pa.	Thru rate origin to destination plus transit charge of 1/2¢ per 100 pounds and plus out of route charge of 4 1/2¢ per 100 lbs.	"
Red Bank, N. J.	"	Farmingdale, N. J.		"	Farmingdale, N. J.		"
Eatontown, N. J.	"	"		"	"		"
Lakehurst, N. J.	"	Whitings, N. J.		"	"		"
Barnegat, N. J.	"			"	Whitings, N. J.		"
Vineland, N. J.	"	Pavonia-PRSL- Bridgeton, N. J.		"	Pavonia-PRSL- Bridgeton, N. J.		"
Seabrook, N. J.	"	"		"	"		"
Port Norris, N. J.	"	"		"	"		"
POINTS ON D&HRR							
Pittston, Pa.	Wilkes Barre, Pa.	Wilkes Barre, Pa.		Wilkes Barre, Pa.	Wilkes Barre, Pa.		Wilkes Barre, Pa.
Carbondale, Pa.	"	"		"	"		"
Honesdale, Pa.	"	"	Thru rate origin to destination plus transit charge of 1/2¢ per 100 pounds and plus out of route charge of 3¢ per 100 lbs.	"	"	Thru rate origin to destination plus transit charge of 1/2¢ per 100 pounds and plus out of route charge of 4 1/2¢ per 100 lbs.	"
Nineveh, N. Y.	"	"		"	"		"
Binghamton, N. Y.	"	"		"	"		"
Oneonta, N. Y.	"	"		"	"		"
Albany, N. Y.	"	"		"	"		"
Schenectady, N. Y.	"	"		"	"		"
Mechanicville, N. Y.	"	"		"	"		"
Saratoga Springs, N. Y.	"	"		"	"		"
Lake George, N. Y.	"	"		"	"		"
Whitehall, N. Y.	"	"		"	"		"
Plattsburg, N. Y.	"	"		"	"		"
Rouses Point, N. Y.	"	"		"	"		"
Lake Placid, N. Y.	"	"		"	"		"

FROM: CHICAGO, ILL.

[illegible]

Statement Showing Basis for Charges on Grain, Carloads, from Chicago, Ill., P. R. R., when Mixed in Transit into Feed at Eastern Points on P. R. R. and Forwarded to Eastern Destination Destinations, for the Deliveries Indicated, Rates are in Effect via Various Routes from Chicago, Ill., via which Transit is Available at Hagerstown, Md., per W. M. Ry. I. C. C. No. 8662.

(NOTE:—When movement is via P. R. R. Direct from C. F. A. Points, Including Chicago, Ill., to P. R. R. Destinations on the Del-Mar-Va Division Transit at P. R. R. Transit Points Shown on this Exhibit is Subject to Out of Route or Back-Haul Charge.)

FROM: CHICAGO, ILL.

REPRESENTATIVE DESTINATIONS	TRANSIT AT BEDFORD, PA., P. R. R.			TRANSIT AT GREENCASTLE, PA., P. R. R.			TRANSIT
	Route to Destination (Interchange Point Between P. R. R. and Destination Carrier)		Basis for Settle- ment of Charges from Chicago, Ill., PRR, to Destina- tion when Trans- ited at Bedford, Pa., PRR	Route to Destination (Interchange Point Between P. R. R. and Destination Carrier)		Basis for Settle- ment of Charges from Chicago, Ill., PRR, to Destina- tion when Trans- ited at Green- castle, Pa., PRR	Route to Destin Between P. R. R.
	From Chicago, Ill. (PRR)	From P. R. R. Transit Point (Bedford, Pa.)		From Chicago, Ill. (PRR)	From P. R. R. Transit Point (Greencastle, Pa.)		From Chicago, Ill. (PRR)
POINTS ON L. I. R. R.							
Long Island City, N. Y.	Long Island City, NY	Long Island City, NY	Thru rate origin	Long Island City, NY	Long Island City, NY	Thru rate origin	Long Island City, N
Jamaica, N. Y.	"	"	to destination	"	"	to destination	"
Hicksville, N. Y.	"	"	plus transit	"	"	plus transit	"
Farmingdale, N. Y.	"	"	charge of 1/2¢	"	"	charge of 1/2¢	"
Riverhead, N. Y.	"	"	per 100 lbs.	"	"	per 100 lbs.	"
Greenport, N. Y.	"	"	and plus out of	"	"	and plus out of	"
Eastport, N. Y.	"	"	route charge of	"	"	route charge of	"
Montauk, N. Y.	"	"	3¢ per 100 lbs.	"	"	4½¢ per 100 lbs.	"
POINTS ON READING CO.							
Philadelphia, Pa.	Harrisburg, Pa.	Harrisburg, Pa.		Harrisburg, Pa.	Harrisburg, Pa.		Harrisburg, Pa.
Phoenixville, Pa.	"	"		"	"		"
Reading, Pa.	"	"		"	"		"
Pottsville, Pa.	"	"		"	"		"
Chester, Pa.	"	"		"	"		"
Downingtown, Pa.	"	"		"	"		"
Boyertown, Pa.	"	"		"	"		"
Lebanon, Pa.	"	"		"	"		"
Middletown, Pa.	"	"		"	"	Thru rate origin	"
Kutztown, Pa.	"	"		"	"	to destination	"
Allentown, Pa.	"	"		"	"	plus transit	"
Minersville, Pa.	"	"		"	"	charge of 1/2¢	"
						per 100 lbs.	"
						and plus out of	"
						route charge of	"
						4½¢ per 100 lbs.	"
Tuscarora, Pa.	"	Milton, Pa.	Thru rate origin	"	"		"
Catasauqua, Pa.	"	Harrisburg, Pa.	to destination	"	"		"
Rittenhouse Gap, Pa.	"	"	plus transit	"	"		"
Pine Grove, Pa.	"	"	charge of 1/2¢	"	"		"
Tower City, Pa.	"	"	per 100 lbs.	"	"		"
Flourtown, Pa.	"	"	and plus out of	"	"		"
Sellersville, Pa.	"	"	route charge of	"	"		"
Bethlehem, Pa.	"	"	3¢ per 100 lbs.	"	"		"
Doylestown, Pa.	"	"		"	"		"
New Hope, Pa.	"	"		"	"		"
Trenton, N. J.	"	"		"	"		"
Manville, N. J.	"	"		"	"		"
Port Reading, N. J.	"	"		"	"		"
Manheim, Pa.	"	"		"	"		"
Columbia, Pa.	"	"		"	"		"
Slatington, Pa.	"	"		"	"		"

Ill., P. R. R., when Mixed in Transit into Feed at Eastern Points on P. R. R. and Forwarded to Eastern Destinations on Roads other than the P. R. R., to which various Routes from Chicago, Ill., via which Transit is Available at Hagerstown, Md., per W. M. Ry. I. C. C. No. 8662, without Out of Route or Back-Haul Charge.

ment is via P. R. R. Direct from C. F. A. Points, Including Chicago, Ill., to P. R. R. Destinations on the Transit at P. R. R. Transit Points Shown on this Exhibit is Subject to Out of Route or Back-Haul Charge.)

FROM: CHICAGO, ILL.

[illegible]

Statement Showing Basis for Charges on Grain, Carloads, from Chicago, Ill., P. R. R., when Mixed in Transit into Feed at Eastern Points on P. R. R. and Forwarded to Eastern Destinations, for the Deliveries Indicated, Rates are in Effect via Various Routes from Chicago, Ill., via which Transit is Available at Hagerstown, Md., per W. M. Ry. I. C. C. No. 8662, without Out of Route or Back-Haul Charge.

(NOTE:—When movement is via P. R. R. Direct from C. F. A. Points, Including Chicago, Ill., to P. R. R. Destinations on the Del-Mar-Va Division Transit at P. R. R. Transit Points Shown on this Exhibit is Subject to Out of Route or Back-Haul Charge.)

FROM: CHICAGO, ILL.

REPRESENTATIVE DESTINATIONS	TRANSIT AT BEDFORD, PA., P. R. R.			TRANSIT AT GREENCASTLE, PA., P. R. R.			
	Route to Destination (Interchange Point Between P. R. R. and Destination Carrier)		Basis for Settle- ment of Charges from Chicago, Ill., PRR, to Destina- tion when Trans- ited at Bedford, Pa., PRR	Route to Destination (Interchange Point Between P. R. R. and Destination Carrier)		Basis for Settle- ment of Charges from Chicago, Ill., PRR, to Destina- tion when Trans- ited at Green- castle, Pa., PRR	Route Between
	From Chicago, Ill. (PRR)	From P. R. R. Transit Point (Bedford, Pa.)		From Chicago, Ill. (PRR)	From P. R. R. Transit Point (Greencastle, Pa.)		From
POINTS ON READING CO. (Continued)							
Pennsburg, Pa.....	Harrisburg, Pa.	Harrisburg, Pa.	Thru rate origin to destination plus transit charge of 1/2¢ per 100 lbs. and plus out of route charge of 3¢ per 100 lbs.	Harrisburg, Pa.	Harrisburg, Pa.	Thru rate origin to destination plus transit charge of 1/2¢ per 100 lbs. and plus out of route charge of 4½¢ per 100 lbs.	Harrisburg, Pa.
Newtown, Pa.....	"	"		"	"		"
Suplee, Pa.....	No Route	"		No Route	"		No Route
Elsmere Jct., Del.....	No Route	"	Combination	No Route	"	Combination	No Route
POINTS ON STATEN ISLAND RAPID TRANSIT RY.							
Elm Park, N. Y.....	Linden Jct., N. J.	Linden Jct., N. J.	Thru rate origin to destination plus transit charge of 1/2¢ per 100 lbs. and plus out of route charge of 3¢ per 100 lbs.	Linden Jct., N. J.	Linden Jct., N. J.	Thru rate origin to destination plus transit charge of 1/2¢ per 100 lbs. and plus out of route charge of 4½¢ per 100 lbs.	Linden Jct., N. J.
West New Brighton, N. Y.....	"	"		"	"		"
Tompkinsville, N. Y.....	"	"		"	"		"
Grasmere, N. Y.....	"	"		"	"		"
Annadale, N. Y.....	"	"		"	"		"
Tottenville, N. Y.....	"	"		"	"		"

Basis for charges on Grain, CL, from Chicago, Ill., destined points on the Del-Mar-Va Division of the P. R. R. when transited at Bedford, Pa., per PRR ICC 2442, into Mixed Feed, CL, when moving via PRR direct:

Through rate from Chicago, Ill., to Del-Mar-Va Division destination plus transit charge of 1/2¢ per 100 pounds and plus out of route or back-haul charge of 3.0¢ per 100 pounds.

Out of Route Distances:

To	Miles	
Nanticoke, Pa.	73	
Wilkes Barre, Pa.	73	Per
Long Island City, N. Y.	73	PRR ICC
Harrisburg, Pa.	73	398
Linden Jet., N. J.	73	

Basis for charges on Grain, CL, from Chicago, Ill., destined points on the Del-Mar-Va Division of the P. R. R. when transited at Greencastle, Pa., per PRR ICC 2220, into Mixed Feed, CL, when moving via PRR direct:

Through rate from Chicago, Ill., to Del-Mar-Va Division destination plus transit charge of 1/2¢ per 100 pounds and plus out of route or back-haul charge of 4 1/2¢ per 100 pounds.

Out of Route Distances:

To	Miles	
Nanticoke, Pa.	191	
Wilkes Barre, Pa.	191	Per
Long Island City, N. Y.	127	PRR ICC
Harrisburg, Pa.	127	398
Linden Jet., N. J.	127	

NOTE:—Route via which Hagerstown, Md., is directly intermediate on movement from Chicago, Ill., to destinations shown on this exhibit is the "Central States Despatch" Route, viz., B. & O. R. R. Routing Guide, B. & O. R. R. I. C. C. No. 22482.

Statement Showing Basis for Charges on Grain, Carloads, from Chicago, Ill., P. R. R., when Mixed in Transit into Feed at Eastern Points on P. R. R. and Forwarded to Eastern Destinations on Roads other than the P. R. R., to which Routes from Chicago, Ill., via which Transit is Available at Hagerstown, Md., per W. M. Ry. I. C. C. No. 8662, without Out of Route or Back-Haul Charge.

(NOTE:—When movement is via P. R. R. Direct from C. F. A. Points, Including Chicago, Ill., to P. R. R. Destinations on the Del-Mar-Va Division Transit at P. R. R. Transit Points Shown on this Exhibit is Subject to Out of Route or Back-Haul Charge.)

FROM: CHICAGO, ILL.

P. R. R.	TRANSIT AT GREENCASTLE, PA., P. R. R.			TRANSIT AT LITTLESTOWN, PA., P. R. R.		
	Route to Destination (Interchange Point Between P. R. R. and Destination Carrier)		Basis for Settlement of Charges from Chicago, Ill., PRR, to Destination when Transited at Greencastle, Pa., PRR	Route to Destination (Interchange Point Between P. R. R. and Destination Carrier)		Basis for Settlement of Charges from Chicago, Ill., PRR, to Destination when Transited at Littlestown, Pa., PRR
	From Chicago, Ill. (PRR)	From P. R. R. Transit Point (Greencastle, Pa.)		From Chicago, Ill. (PRR)	From P. R. R. Transit Point (Littlestown, Pa.)	
	Harrisburg, Pa.	Harrisburg, Pa.	Thru rate origin to destination plus transit charge of 1/2¢ per 100 lbs. and plus out of route charge of 3¢ per 100 lbs.	Harrisburg, Pa.	Harrisburg, Pa. Belmont, Pa.	Combination
	No Route	"	Combination	No Route	Harrisburg, Pa. Wilmington, Del.	
	Linden Jet., N. J.	Linden Jet., N. J.	Thru rate origin to destination plus transit charge of 1/2¢ per 100 lbs. and plus out of route charge of 4 1/2¢ per 100 lbs.	Linden Jet., N. J.	Linden Jet., N. J.	Thru rate origin to destination plus transit charge of 1/2¢ per 100 lbs. and plus out of route charge of 6¢ per 100 lbs.
	"	"		"	"	
	"	"		"	"	
	"	"		"	"	
	"	"		"	"	

Ill., destined points when transited at Bedford, Pa., per PRR ICC 2442, into Mixed Feed, CL, when moving via PRR direct:

Through rate from Chicago, Ill., to Del-Mar-Va Division destination plus transit charge of 1/2¢ per 100 pounds and plus out of route or back-haul charge of 3.0¢ per 100 pounds.

Basis for charges on Grain, CL, from Chicago, Ill., destined points on the Del-Mar-Va Division of the P. R. R. when transited at Greencastle, Pa., per PRR ICC 2220, into Mixed Feed, CL, when moving via PRR direct:

Through rate from Chicago, Ill., to Del-Mar-Va Division destination plus transit charge of 1/2¢ per 100 pounds and plus out of route or back-haul charge of 4 1/2¢ per 100 pounds.

Out of Route Distances:

To	Miles	
Nanticoke, Pa.	191	
Wilkes Barre, Pa.	191	Per
Long Island City, N. Y.	127	PRR ICC
Harrisburg, Pa.	127	398
Linden Jet., N. J.	127	

Basis for charges on Grain, CL, from Chicago, Ill., destined points on the Del-Mar-Va Division of the P. R. R. when transited at Littlestown, Pa., per PRR ICC 2220 into Mixed Feed, CL, when moving via PRR direct:

Through rate from Chicago, Ill., to Del-Mar-Va Division destination plus transit charge of 1/2¢ per 100 pounds and plus out of route or back-haul charge of 6¢ per 100 pounds.

Out of Route Distances:

To	Miles	
Nanticoke, Pa.	169	
Wilkes-Barre, Pa.	169	Per
Long Island City, N. Y.	68	PRR ICC
Linden Jet., N. J.	68	398

NOTE:—Route via which Hagerstown, Md., is directly intermediate on movement from Chicago, Ill., to destinations shown on this exhibit is the "Central States Despatch" Route, viz., B. & O. R. R., Cherry Run, W. Va., W. M. Ry., B. & O. R. R. Routing Guide, B. & O. R. R. I. C. C. No. 22482.

EXHIBIT No 57

[fol. 784]

Statement Showing Basis for Charges on Grain, Carloads, from Chicago, Ill., P.R.R., when Mixed in Transit into Feed at Wilmington, Del. on P.R.R. and Forwarded to Eastern other than the P.R.R., to which Destinations, for the Deliveries Indicated, Rates are in Effect via Various Routes from Chicago, Ill., via which Transit is Available at Hagerstown, Md., per W.M.Ry. I.C.C. No. 8662, without Out of Route or Back-Haul Charge

FROM: CHICAGO, ILL.

REPRESENTATIVE DESTINATIONS	TRANSIT AT WILMINGTON, DEL., P.R.R.		Basis for Settle- ment of Charges from Chicago, Ill., PRR, to Destina- tion when Trans- ited at Wilming- ton, Del., PRR	REPRESENTATIVE DESTINATIONS	TRANSIT AT WILMINGTON	
	Route to Destination (Interchange Point Between P.R.R. and Destination Carrier)				Route to Destination (Interchange Po Between P.R.R. and Destination Carri	
	From Chicago, Ill. (PRR)	From Transit Point (Wilmington, Del.,PRR)			From Chicago, Ill. (PRR)	From Transit (Wilmington, Del
POINTS ON CRRofNJ				POINTS ON L.I.R.R.		
Jersey City, N. J.	Nanticoke, Pa.	Oak Island Jet., N. J.	Combination	Long Island City, N. Y.	Long Island City, NY	Long Island City
Plainfield, N. J.	"	Flemington, N. J.		Jamaica, N. Y.	"	"
Highbridge, N. J.	"	"		Hicksville, N. Y.	"	"
Hampton, N. J.	"	"		Farmingdale, N. Y.	"	"
Bethlehem, Pa.	"	Phillipsburg, N. J.		Riverhead, N. Y.	"	"
Mauch Chunk, Pa.	"	"		Greenport, N. Y.	"	"
Wilkes Barre, Pa.	"	Nanticoke, Pa.		Eastport, N. Y.	"	"
Scranton, Pa.	"	"		Montauk, N. Y.	"	"
Red Bank, N. J.	"	Farmingdale, N. J.				
Eatontown, N. J.	"	"		POINTS ON READING CO.		
Lakehurst, N. J.	"	"		Philadelphia, Pa.	Harrisburg, Pa.	Belmont, Pa.
Barneget, N. J.	"	Whitings, N. J.		Phoenixville, Pa.	"	"
Vineland, N. J.	"	Pavonia-PRSL- Bridgeton		Reading, Pa.	"	"
Seabrook, N. J.	"	"		Pottsville, Pa.		
Port Norris, N. J.	"	"				
POINTS ON D&HRR				Chester, Pa.	"	"
Pittston, Pa.	Wilkes Barre, Pa.	Wilkes Barre, Pa.	Combination	Downington, Pa.	"	"
Carbondale, Pa.	"	"		Boyertown, Pa.	"	"
Honesdale, Pa.	"	"		Lebanon, Pa.	"	"
Nineveh, N. Y.	"	"				
Binghamton, N. Y.	"	"		Middletown, Pa.	"	Harrisburg, Pa.
Oneonta, N. Y.	"	"				
Albany, N. Y.	"	"				
Schenectady, N. Y.	"	"				
Mechanicville, N. Y.	"	"				
Saratoga Springs, N. Y.	"	"				
Lake George, N. Y.	"	"				
Whitehall, N. Y.	"	"				
Plattsburg, N. Y.	"	"				
Rouses Point, N. Y.	"	"				
Lake Placid, N. Y.	"	"				
TARIFF AUTHORITY:	P.R.R. I.C.C. 2442			Kutztown, Pa.		Belmont, Pa.
				Allentown, Pa.	"	"
				Minersville, Pa.	"	"
				Tuscarora, Pa.	"	"
				Catasauqua, Pa.	"	"
				Rittenhouse, Gap. Pa.	"	"
				Pine Grove, Pa.	"	"
				Tower City, Pa.	"	"
				Flourtown, Pa.	"	"
				Sellersville, Pa.	"	"
				Bethlehem, Pa.	"	"
				TARIFF AUTHORITY:	P.R.R. I.C.C.	

EXHIBIT No 57

Ill., P.R.R., when Mixed in Transit into Feed at Wilmington, Del. on P.R.R. and Forwarded to Eastern Destinations on Roads, Rates are in Effect via Various Routes from Chicago, Ill., via which Transit is Available at Hagerstown, Md., per W.M.Ry.

FROM: CHICAGO, ILL.

REPRESENTATIVE DESTINATIONS	TRANSIT AT WILMINGTON, DEL., P.R.R.	
	Route to Destination (Interchange Point Between P.R.R. and Destination Carrier)	
	From Chicago, Ill. (PRR)	From Transit Point (Wilmington, Del., PRR)
POINTS ON L.I.R.R.		
Long Island City, N. Y.	Long Island City, NY	Long Island City, NY
Jamaica, N. Y.	"	"
Hicksville, N. Y.	"	"
Farmingdale, N. Y.	"	"
Riverhead, N. Y.	"	"
Greenport, N. Y.	"	"
Eastport, N. Y.	"	"
Montauk, N. Y.	"	"
POINTS ON READING CO.		
Philadelphia, Pa.	Harrisburg, Pa.	Belmont, Pa.
Phoenixville, Pa.	"	"
Reading, Pa.	"	"
Pottsville, Pa.	"	"
Chester, Pa.	"	"
Downington, Pa.	"	"
Boyertown, Pa.	"	"
Lebanon, Pa.	"	"
Middletown, Pa.	"	Harrisburg, Pa.
TARIFF AUTHORITY:	P.R.R. I.C.C. 2442	

[fol. 785]

Statement Showing Basis for Charges on Grain, Carloads, from Chicago, Ill., P.R.R., when Mixed in Transit into Feed at Wilmington, Del. on P.R.R. and Forwarded to Eastern Destinations on Roads other than the P.R.R., to which Destinations, for the Deliveries Indicated, Rates are in Effect via Various Routes from Chicago, Ill., via which Transit is Available at Hagerstown, Md., per W.M.Ry. I.C.C. No. 8662, without Out of Route or Back-Haul Charge

FROM: CHICAGO, ILL.

REPRESENTATIVE DESTINATIONS	TRANSIT AT WILMINGTON, DEL., P.R.R.		
	Route to Destination (Interchange Point Between P.R.R. and Destination Carrier)		Basis for Settle- ment of Charges from Chicago, Ill., PRR, to Destina- tion when Trans- ited at Wilming- ton, Del., PRR
	From Chicago, Ill. (PRR)	From Transit Point (Wilmington, Del.,PRR)	
POINTS ON READING CO. (Continued)			(1) Thru rate origin to des- tination plus transit charge of 1½¢ per 100 lbs. plus out of route charge of 9¢ per 100 lbs.
Doylestown, Pa.....	Harrisburg, Pa.	Belmont, Pa.	
New Hope, Pa.....	"	"	
Trenton, N. J.....	"	"	
Manville, N. J.....	"	"	
Port Reading, N. J.....	"	"	
Manheim, Pa.....	"	"	
Columbia, Pa.....	"	"	
Slatington, Pa.....	"	"	
Girardville, Pa.....	"	"	
Catawissa, Pa.....	"	"	
Pennsburg, Pa.....	"	"	
Newtown, Pa.....	"	"	
Suplee, Pa.....	No Route	Wilmington, Del.	Combination
Elsmere Jct., Del.....	"	"	
POINTS ON STATEN ISLAND RAPID TRANSIT RY.			Thru rate origin to destination plus transit charge of 1½¢ per 100 pounds
Elm Park, N. Y.....	Linden Jct., N. J.	Linden Jct., N. J.	
West New Brighton, N. Y.....	"	"	
Tompkinsville, N. Y.....	"	"	
Grasmere, N. Y.....	"	"	
Annadale, N. Y.....	"	"	
Tottenville, N. Y.....	"	"	
TARIFF AUTHORITY:	P.R.R. I.C.C. 2442		

NOTE

Route via which Hagerstown, Md., is directly intermediate destinations shown on this exhibit is the "Central States Express Run, W. Va., W.M.Ry., Shippensburg, Pa., Reading Co., and C. & P. Co. Routing Guide, B.&O.R.R. I.C.C. No. 22482.

(1)—Out of route distance is 204 miles per P.R.R. I.C.C. 398.

TRANSITIVE POINTS	TRANSIT AT WILMINGTON, DEL., P.R.R.		
	Route to Destination (Interchange Point Between P.R.R. and Destination Carrier)		Basis for Settlement of Charges from Chicago, Ill., PRR, to Destination when Transited at Wilmington, Del., PRR
	From Chicago, Ill. (PRR)	From Transit Point (Wilmington, Del.,PRR)	
READING CO. (1)	Harrisburg, Pa.	Belmont, Pa.	(1) Thru rate origin to destination plus transit charge of 1/2¢ per 100 lbs. plus out of route charge of 9¢ per 100 lbs.
.....	"	"	
.....	"	"	
.....	"	"	
.....	"	"	
.....	"	"	
.....	"	"	
.....	"	"	
.....	"	"	
.....	"	"	
.....	"	"	
.....	"	"	
.....	No Route	Wilmington, Del.	Combination
.....	"	"	
STATEN ISLAND RAPID TRANSIT			
.....	Linden Jct., N. J.	Linden Jct., N. J.	Thru rate origin to destination plus transit charge of 1/2¢ per 100 pounds
N. Y.	"	"	
.....	"	"	
.....	"	"	
.....	"	"	
.....			
AUTHORITY:	P.R.R. I.C.C. 2442		

NOTE

Route via which Hagerstown, Md., is directly intermediate on movement from Chicago, Ill., to destinations shown on this exhibit is the "Central States Despatch" Route, viz., B.&O.R.R., Cherry Run, W. Va., W.M.Ry., Shippensburg, Pa., Reading Co., and Connections, as covered by B.&O.R.R. Routing Guide, B.&O.R.R. I.C.C. No. 22482.

(1)—Out of route distance is 204 miles per P.R.R. I.C.C. 398.

NOTE

Route via which Hagerstown, Md., is directly intermediate on movement from Chicago, Ill., to destinations shown on this exhibit is the "Central States Despatch" Route, viz., B.&O.R.R., Cherry Run, W. Va., W.M.Ry., Shippensburg, Pa., Reading Co., and Connections, as covered by B.&O.R.R. Routing Guide, B.&O.R.R. I.C.C. No. 22482.

(1)—Out of route distance is 204 miles per P.R.R. I.C.C. 398.

NOTE

Route via which Hagerstown, Md., is directly intermediate on movement from Chicago, Ill., to destinations shown on this exhibit is the "Central States Despatch" Route, viz., B.&O.R.R., Cherry Run, W. Va., W.M.Ry., Shippensburg, Pa., Reading Co., and Connections, as covered by B.&O.R.R. Routing Guide, B.&O.R.R. I.C.C. No. 22482.

(1)—Out of route distance is 204 miles per P.R.R. I.C.C. 398.

EXHIBIT No. 58

Statement and Maps Showing Shortest Working (Tariff) and I.C.C. Docket No. 15879 Short Line Rate Making Miles and Routes between Chicago, Ill., and Representative Eastern Trunk Line Territory Points.

Between		Shortest Working (Tariff) Route		I.C.C. Docket No. 15879 Short Line Rate Making Miles and Route		
CHICAGO, ILL.						
And	Miles	Route		Miles	CFA-TL Gateway	Route to CFA-TL Gateway
Aberdeen, Md.....	795	P.R.R. Direct.....		780	Pittsburgh, Pa.....	P.R.R. Direct
Altoona, Pa.....	586	P.R.R. Direct.....		571	"	"
Bayway, N. J.....	886	S.I.R.T.Ry.-Linden Jct., N.J.-P.R.R.....		869	"	S.I.R.T.Ry.-Cranford Jct., N. J.-CRRNJ-Bethlehem, Pa.-L.V.R.R.-East Penn Jct., Pa.-Rdg. Co.-Harrisburg, Pa.-P.R.R.
Binghamton, N. Y.....	708	D.L.&W.R.R.-Black Rock, N. Y.-Wabash Ry.....		697	Buffalo, N. Y.....	D.L.&W.R.R.-Ithaca, N. Y.-L.V.R.R.-Depew, N. Y.-N.Y.C.R.R.
Bloomfield, N. J.....	895	D.L.&W.R.R.-Black Rock, N. Y.-Wabash Ry.....		874	Pittsburgh, Pa.....	Erie R.R.-Mt. View, N. J.-D.L.&W.R.R.-Portland, Pa.-L.&N.N.R.R.-Lizard Creek Jct., Pa.-L.V.R.R.-Packerton Jct., Pa.-CRRNJ-Haucks, Pa.-Rdg. Co.-Shamokin, Pa.-P.R.R.
Bound Brook, N. J.....	876	CRRNJ-Haucks, Pa.-Rdg. Co.-Newberry Jct., Pa.-N.Y.C.R.R. (Via Clearfield, Pa.)		850	"	CRRNJ-Bethlehem, Pa.-L.V.R.R.-East Penn Jct., Pa.-Rdg. Co.-Harrisburg, Pa.-P.R.R.
Bridgeton, N. J.....	871	P.R.S.L.-Pavonia, N. J.-P.R.R.....		856	"	P.R.S.L.-Pavonia, N. J.-P.R.R.
Chester, Pa.....	821	P.R.R. Direct.....		804	"	P.R.R.-Chadd's Ford Jct., Pa.-Rdg. Co.-Coatesville, Pa.-P.R.R.
Downington, Pa.....	790	P.R.R. Direct.....		775	"	P.R.R. Direct.
Easton, Md.....	880	P.R.R. Direct.....		865	"	P.R.R. Direct.
Elmira, N. Y.....	651	D.L.&W.R.R.-Black Rock, N. Y.-Wabash Ry.....		646	Buffalo, N. Y.....	D.L.&W.R.R. Direct.
Harrisburg, Pa.....	717	P.R.R. Direct.....		702	Pittsburgh, Pa.....	P.R.R. Direct.
Lewistown, Pa.....	656	P.R.R. Direct.....		641	"	P.R.R. Direct.
Mt. Carmel, Pa.....	734	P.R.R. Direct.....		719	"	P.R.R. Direct.
New York, N. Y.....	909	D.L.&W.R.R.-Black Rock, N. Y.-Wabash Ry.....		880	"	CRRNJ-Bethlehem, Pa.-L.V.R.R.-East Penn Jct., Pa.-Rdg. Co.-Harrisburg, Pa.-P.R.R.
Northumberland, Pa....	707	P.R.R. Direct.....		692	Pittsburgh, Pa.....	P.R.R. Direct.
Philadelphia, Pa.....	825	P.R.R. Direct.....		814	"	P.R.R. Direct.
Phillipsburg, N. J.....	857	D.L.&W.R.R.-Black Rock, N. Y.-Wabash Ry.....		808	"	L.V.R.R.-East Penn Jct., Pa.-Rdg. Co.-Harrisburg, Pa.-P.R.R.
Reading, Pa.....	770	Rdg. Co.-Harrisburg, Pa.-P.R.R.....		756	"	Rdg. Co.-Harrisburg, Pa.-P.R.R.
Salisbury, Md.....	902	P.R.R. Direct.....		887	"	P.R.R. Direct.
Scranton, Pa.....	765	D.L.&W.R.R.-Black Rock, N. Y.-Wabash Ry.....		755	Buffalo, N. Y.....	D.L.&W.R.R.-Ithaca, N. Y.-L.V.R.R.-Depew, N. Y.-N.Y.C.R.R.
Trenton, N. J.....	844	P.R.R. Direct.....		829	Pittsburgh, Pa.....	P.R.R. Direct.
Vineland, N. J.....	868	P.R.S.L.-Pavonia, N. J.-P.R.R.....		853	"	P.R.S.L.-Pavonia, N. J.-P.R.R.
Williamsport, Pa.....	678	Rdg. Co.-Newberry Jct., Pa.-N.Y.C.R.R. (Via Clearfield, Pa.)		657	Stoneboro, Pa.....	P.R.R.-Newberry, Pa.-N.Y.C.R.R.-McElhattan, Pa.-P.R.R.-Rose, Pa.-N.Y.C.R.R.
Wilmington, Del.....	819	P.R.R. Direct.....		801	Pittsburgh, Pa.....	B.&O.R.R.-Elsmere Jct., Del.-Rdg. Co.-Coatesville, Pa.-P.R.R.
York, Pa.....	744	P.R.R. Direct.....		729	Pittsburgh, Pa.....	P.R.R. Direct.

Statement and Maps Showing Shortest Working (Tariff) and I.C.C. Docket No. 15879 Short Line Rate Making Miles and Routes between Chicago, Ill., and Representative Eastern Trunk Line Territory Points.

Note 1—Transit now available at Hagerstown, Md., via Central States Despatch route for CRRNJ delivery.....													without out of route or back haul charge							
" 2—	"	"	"	"	"	"	"	"	"	"	"	"	CRRNJ and PRSL deliveries (PRSL via Rdg. Co.)	"	"	"	"	"	"	"
" 3—	"	"	"	"	"	"	"	"	"	"	"	"	RDG.CO delivery.....	"	"	"	"	"	"	"
" 4—	"	"	"	"	"	"	"	"	"	"	"	"	L.V.R.R. and RDG.CO. deliveries.....	"	"	"	"	"	"	"
" 5—	"	"	"	"	"	"	"	"	"	"	"	"	CRRNJ, DL&WRR and LVRR deliveries.....	"	"	"	"	"	"	"
" 6—	"	"	"	"	"	"	"	"	"	"	"	"	W.M.Ry. delivery.....	"	"	"	"	"	"	"
" 7—	"	"	"	"	"	"	"	"	"	"	"	"	D.&H.R.R. delivery.....	"	"	"	"	"	"	"
" 8—	"	"	"	"	"	"	"	"	"	"	"	"	D.L.&W.R.R. delivery.....	"	"	"	"	"	"	"

B.&O.R.R. ICC A-4
W.M.Ry. ICC 8662

CFA—Central Freight Association.
TL—Trunk Line Association.

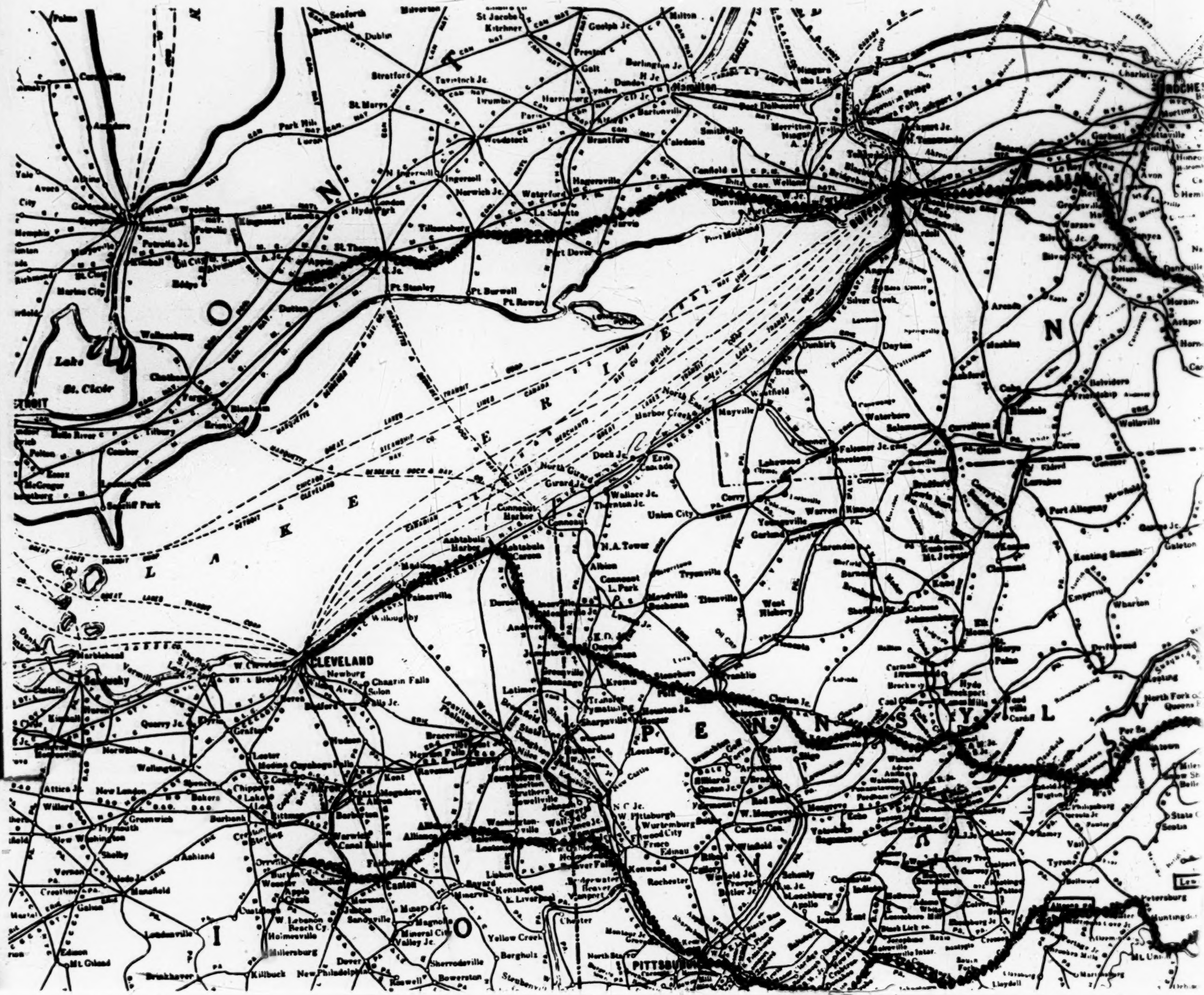


EXHIBIT No. _____
 WITNESS _____
 I.C.C. DOCKET No. 28647.
 Page No. 3.

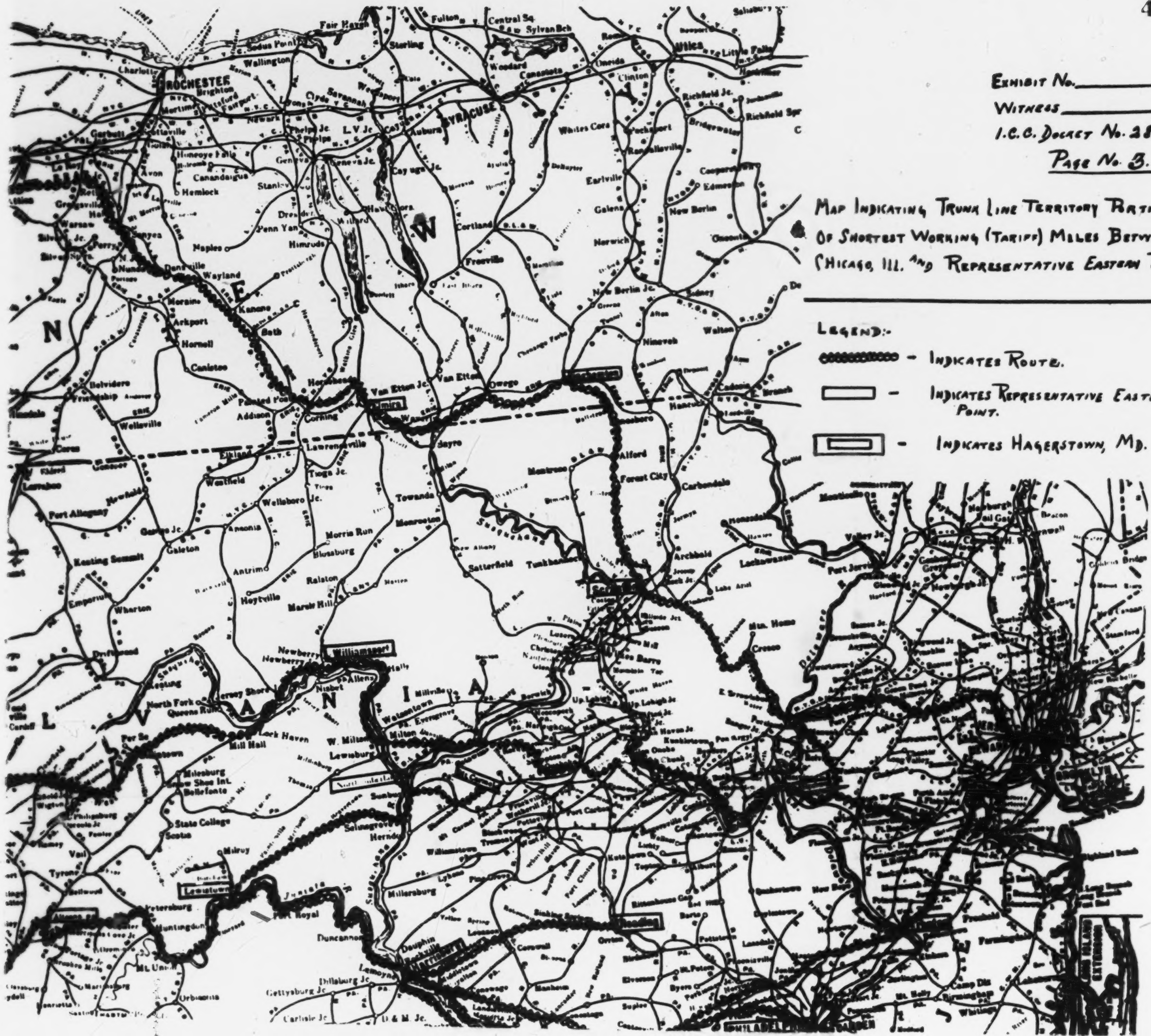
MAP INDICATING TRUNK LINE TERRITORY PORTION
 OF SHORTEST WORKING (TAIFF) MILES BETWEEN
 CHICAGO, ILL. AND REPRESENTATIVE EASTERN PORTS.

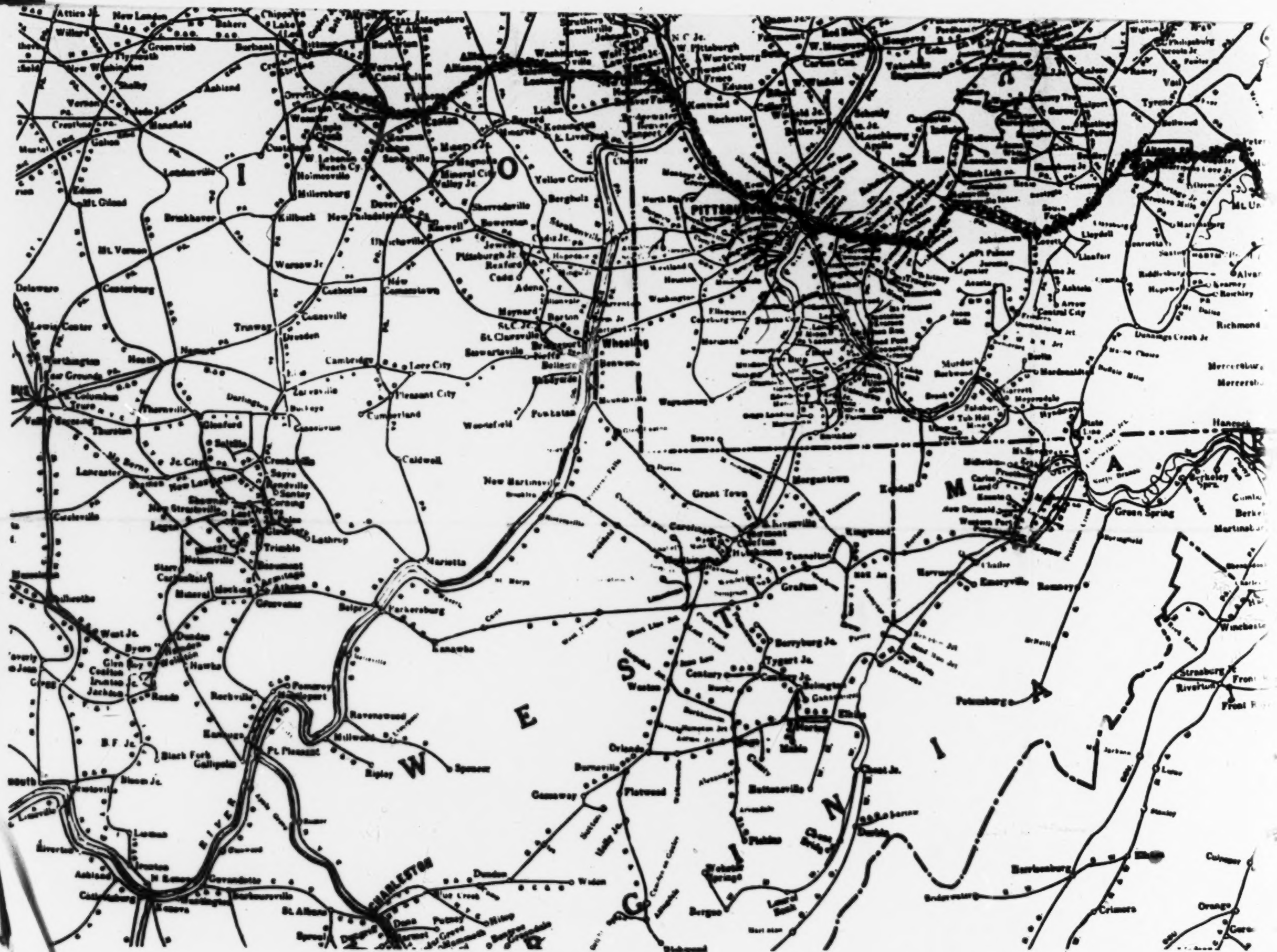
LEGEND:

————— INDICATES ROUTE.

□ — INDICATES REPRESENTATIVE EASTERN
 POINT.

□ — INDICATES HAGERSTOWN, MD.







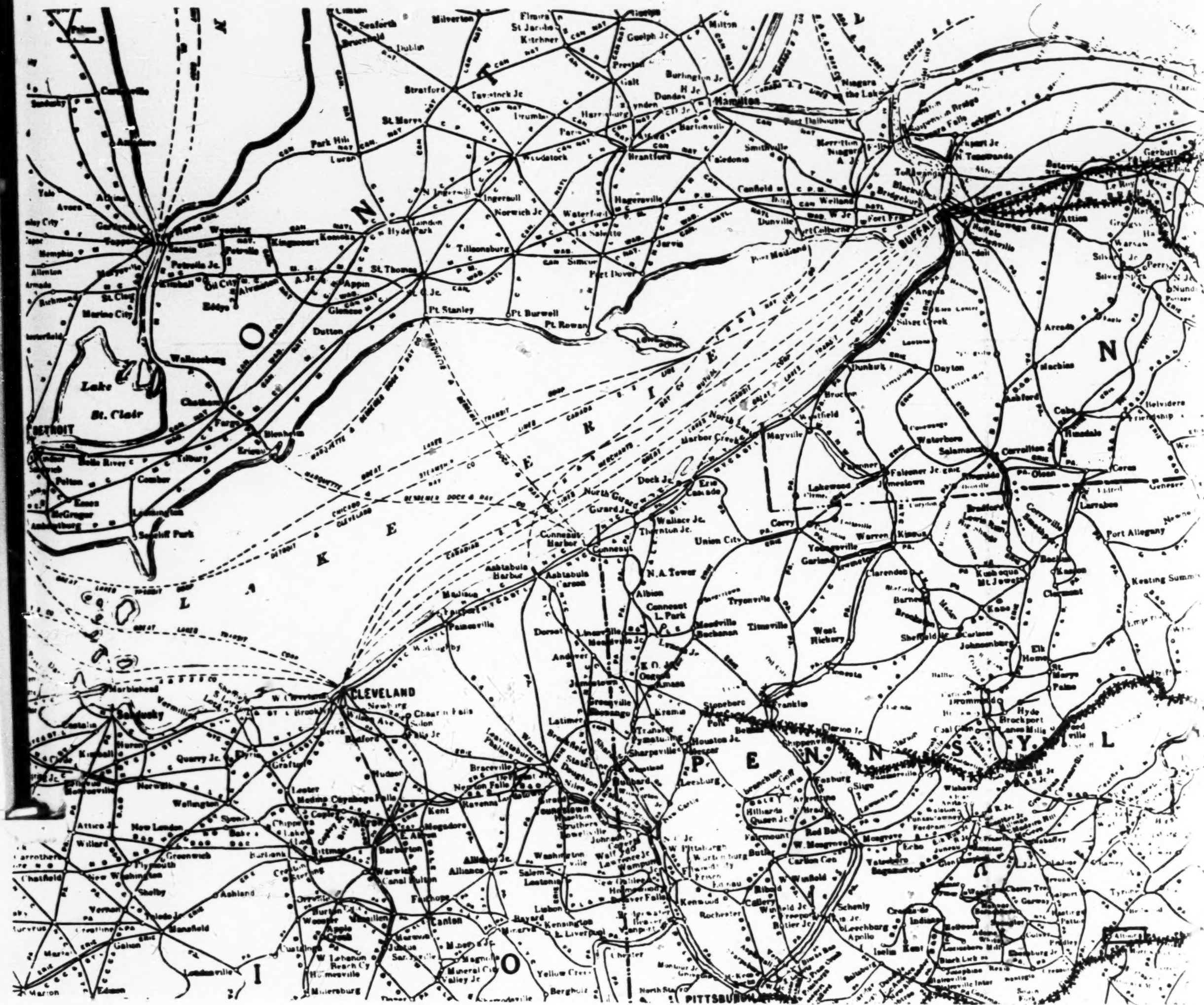


EXHIBIT No. _____

WITNESS _____

158 DOCKET No. 28647

PAGE No. 4

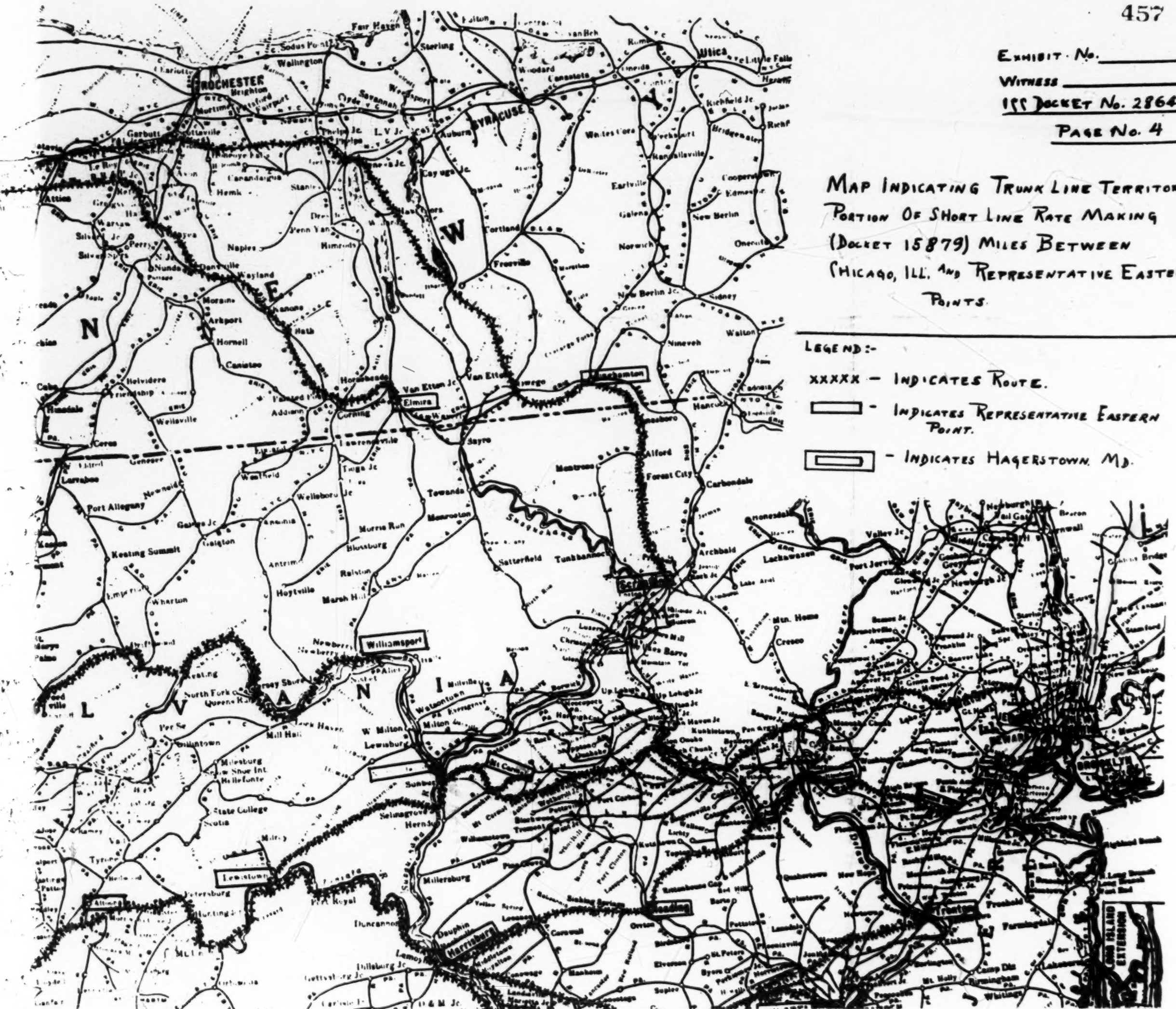
MAP INDICATING TRUNK LINE TERRITORY
PORTION OF SHORT LINE RATE MAKING
(DOCKET 15879) MILES BETWEEN
CHICAGO, ILL. AND REPRESENTATIVE EASTERN
POINTS.

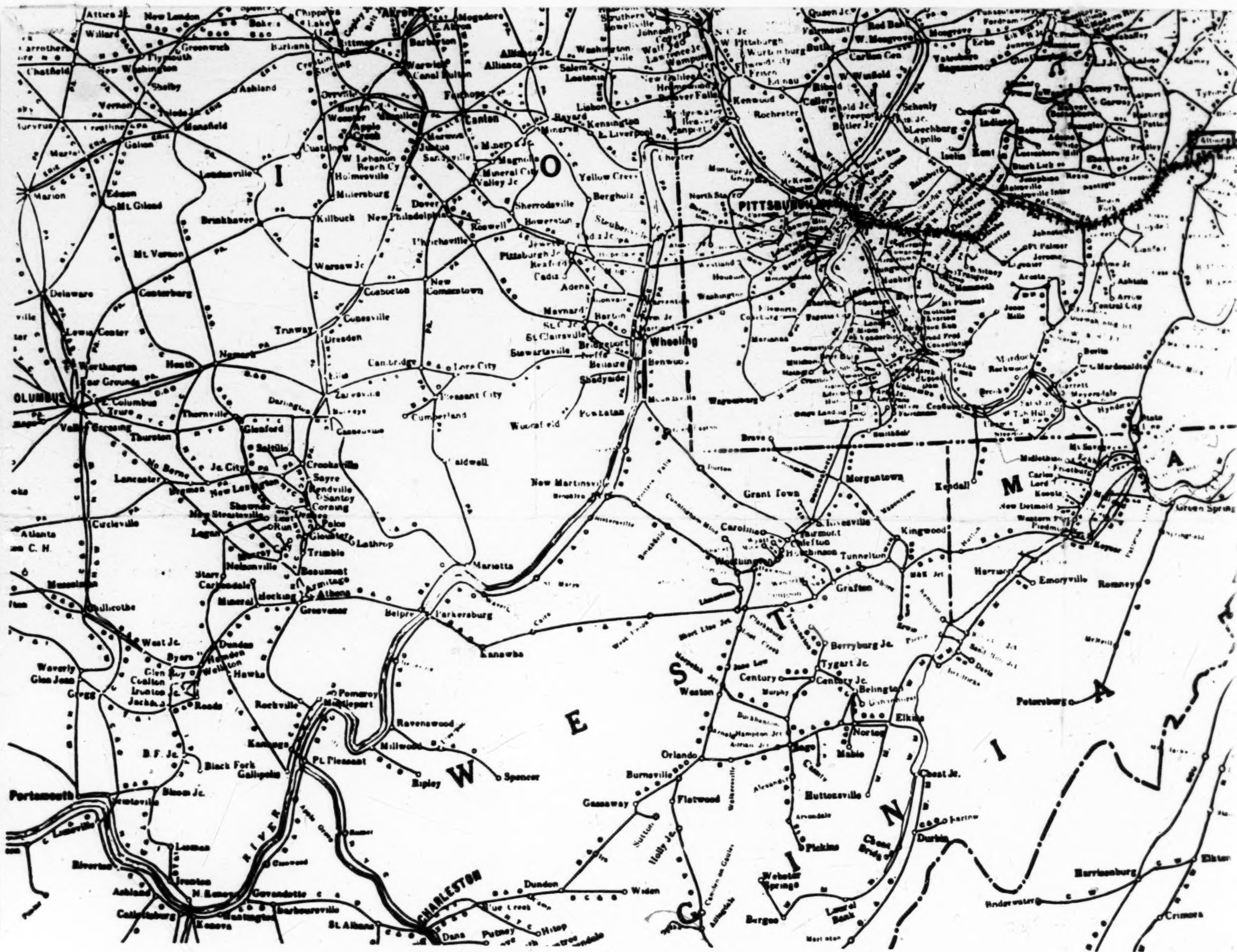
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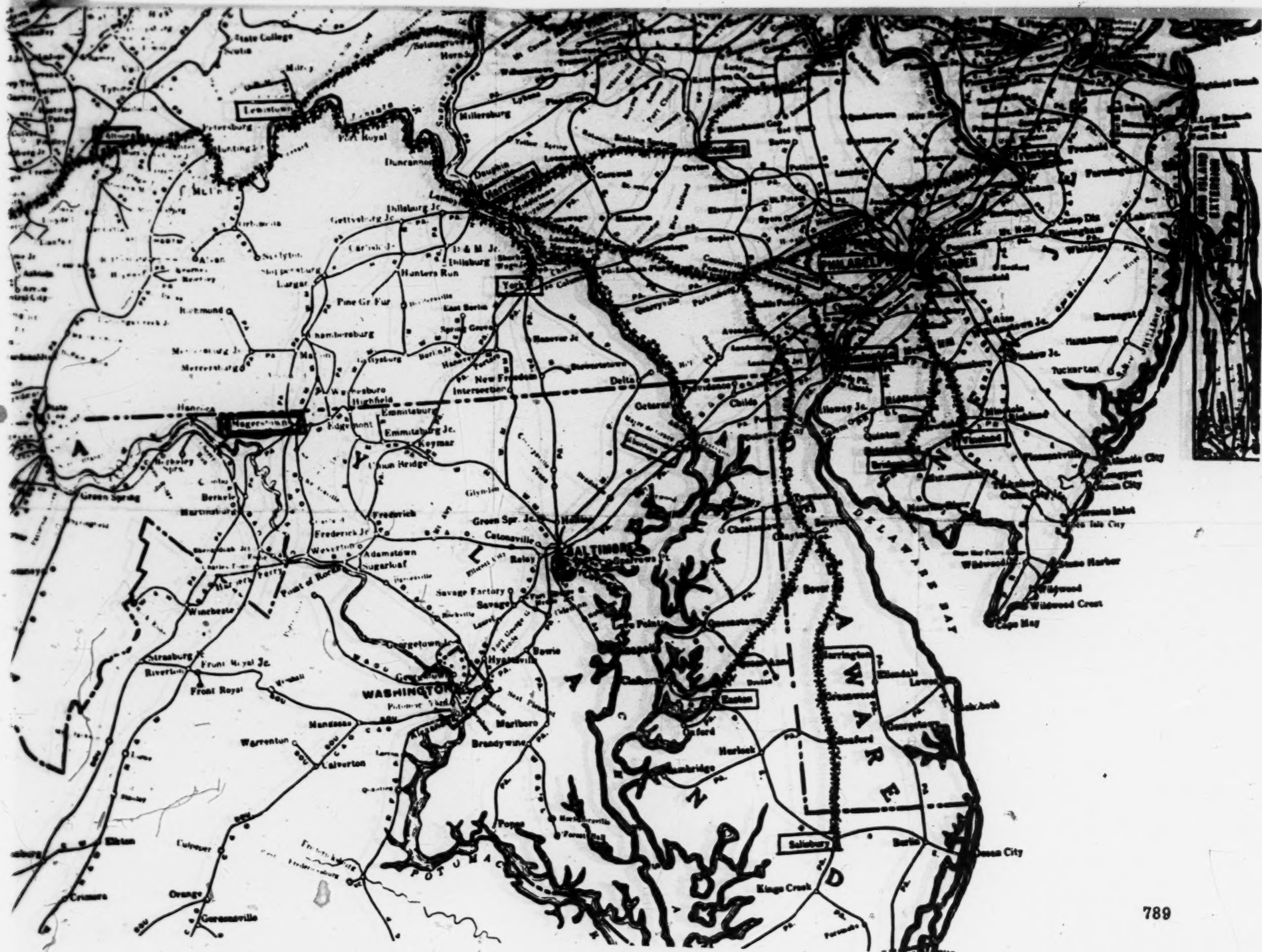
XXXXX - INDICATES ROUTE.

[] - INDICATES REPRESENTATIVE EASTERN
POINT.

[] - INDICATES HAGERSTOWN, MD.







[fol. 790]

EXHIBIT No. 59

Statement Showing Shortest Working (Tariff) and I.C.C. Docket No. 15879 Short Line Rate Making Miles and Routes between East St. Louis and Peoria, Ill., on the One Hand and Aberdeen, Md., Wilmington, Del., and New York, Pa., on the Other

Between		Shortest Working (Tariff) Route		I.C.C. Docket No. 15879 Short Line Rate Making Miles and Route	
EAST ST. LOUIS, ILL.		Miles	Route	Miles	CFA-TL Gateway Route to CFA-TL Gateway
And					
Aberdeen, Md.	924	B.&O.R.R. Direct		912	Parkersburg, W. Va. B.&O.R.R.-Bay View, Md.-P.R.R.-Fulton Cherry Run, W. Va.-B.&O.R.R.
Wilmington, Del.	967	P.R.R. Direct		948	Pittsburgh, Pa. B.&O.R.R.-Elsmere Jct., Del.-Rdg. Co.
York, Pa.	892	P.R.R. Direct		876	Pittsburgh, Pa. P.R.R. Direct.
Between					
PEORIA, ILL.					
And					
Aberdeen, Md.	912	B.&O.R.R.-Cincinnati, O.-C.C.C.&St.L.Ry.		873	Parkersburg, W. Va. B.&O.R.R.-Bay View, Md.-P.R.R.-Fulton Cherry Run, W. Va.-B.&O.R.R.
Wilmington, Del.	942	P.R.R.-Indianapolis, Ind.-C.C.C.&St.L.Ry.		899	Bessemer, Pa. B.&O.R.R.-Elsmere Jct., Del.-Rdg. Co.
York, Pa.	867	P.R.R.-Indianapolis, Ind.-C.C.C.&St.L.Ry.		827	Bessemer, Pa. P.R.R. Direct.

CFA—Central Freight Association.
TL—Trunk Line Association.
CD—856

EXHIBIT No. 59

Docket No. 15879 Short Line Rate Making Miles and Routes between East St. Louis and Peoria, Ill., on the One Hand and Aberdeen, Md., Wilmington, Del., and New York, Pa., on the Other

Route		I.C.C. Docket No. 15879 Short Line Rate Making Miles and Route	
		Miles	CFA-TL Gateway Route to CFA-TL Gateway
		912	Parkersburg, W. Va. B.&O.R.R.-Bay View, Md.-P.R.R.-Fulton Jct., Md.-W.M.Ry.-Cherry Run, W. Va.-B.&O.R.R.
		948	Pittsburgh, Pa. B.&O.R.R.-Elsmere Jct., Del.-Rdg. Co.-Coatesville, Pa.-P.R.R.
		876	Pittsburgh, Pa. P.R.R. Direct.
Ry.		873	Parkersburg, W. Va. B.&O.R.R.-Bay View, Md.-P.R.R.-Fulton Jct., Md.-W.M. Ry. Cherry Run, W. Va.-B.&O.R.R.
Ry.		899	Bessemer, Pa. B.&O.R.R.-Elsmere Jct., Del.-Rdg. Co.-Coatesville, Pa.-P.R.R.
Ry.		827	Bessemer, Pa. P.R.R. Direct.

EXHIBIT No. 60

[fol. 791]

Statement Showing Number of Carload Shipments Handled by Pennsylvania Railroad Company for Years 1938, 1939 and 1940 and First Seven Months of 1941 to and from Hagerstown, Md., for Account of D. A. Stickell & Sons, Inc.; Also Comparative Data.

CARLOAD SHIPMENTS

	1941		1940		1939		1938	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
January.....	57	73	63	63	5	20	16	20
February.....	58	81	39	43	16	32	13	24
March.....	62	57	29	57	9	34	15	29
April.....	55	66	39	49	16	23	19	35
May.....	118	91	49	58	29	26	23	23
June.....	57	81	34	61	31	18	8	25
July.....	48	76	43	51	29	38	14	27
August.....			29	57	1	21	16	22
September.....			65	48	2	16	10	22
October.....			55	63	9	25	5	13
November.....			25	63	34	42	4	26
December.....			39	62	43	61	14	12
Total for First Six Months of Year (January to June, Both Inclusive).....	407	449	253	331	106	153	94	156
Total for Year.....	(1)455	(1)525	509	675	224	356	157	278

COMPARATIVE DATA COVERING OUTBOUND CARLOAD SHIPMENTS

Total for First Six Months of 1941 (449 Cars) is 135.65% of Total for First Six Months of 1940 (331 Cars)
 " " " " " " 1941 (449 ") is 293.46% " " " " " " 1939 (153 ")
 " " " " " " 1941 (449 ") is 287.82% " " " " " " 1938 (156 ")
 " " " " " " 1940 (331 ") is 216.34% " " " " " " 1939 (153 ")
 " " " " " " 1940 (331 ") is 212.18% " " " " " " 1938 (156 ")
 Total for Year 1940 (675 ") is 189.61% " " Year 1939 (356 Cars)
 " " " 1940 (675 ") is 242.81% " " " 1938 (278 ")

(1)—Seven (7) Months.

CD-845



[fol. 792]

EXHIBIT No. 61

Statement

Showing Standard Out-of-Route or Back-Haul Charge Applying on Shipments of Lumber and Forest Products Carloads, Granted Transit Privileges at Points in C. F. A. Territory.

Miles		Rates in Cents per 100 Pounds
15 Miles and Under		2
30 " " Over 15 Miles		3
40 " " " 30 "		4½
55 " " " 40 "		5½
70 Miles and Over 55 Miles		6½
85 " " " 70 "		7½
100 " " " 85 "		8½
120 " " " 100 "		9½
140 " " " 120 "		10½
170 Miles and Over 140 Miles		11½
200 " " " 170 "		12½
220 " " " 200 "		13½
240 " " " 220 "		14½
250 " " " 240 "		15½

Tariff Authority

P. R. R. Tariff 200-A I. C. C. 2500—Page 262.

[fol. 793]

EXHIBIT No. 62

Statement

Showing Standard Out-of-Route or Back-Haul Charge Applying on Shipments of Lumber and Forest Products, Carloads, Granted Transit Privileges at Points in Trunk Line Territory.

Miles		Rates in Cents per 100 Pounds
30 Miles and Under		2¾
60 Miles and Over 30 Miles		4½
100 Miles and Over 60 Miles		6
150 Miles and Over 100 Miles		7½
200 Miles and Over 150 Miles		9
250 Miles and Over 200 Miles		10
300 Miles and Over 250 Miles		11

Tariff Authority

Rule 4, 2nd Revised Page 68, P. R. R. I. C. C. 2100

[fol. 794]

EXHIBIT No. 63

STATEMENT

Showing Transit Points in Central Freight Association Territory at Which Specific Back-Haul or Out of Route Movement Charge Applies on Shipments of Iron and Steel Articles (See Note) Carloads, and the Amount of Such Charge.

Transit Point	Origin Territory	Destination Territory	Back Haul or Out of Route Movement Charge	Tariff Authority
Ambridge, Pa. Economy, " Leetsdale, " Pittsburgh, " Beaver Falls, " Midland, " Morado, " Rochester, " Canonsburg, " Carnegie, " Glanford, " McKees Rocks, " Neville Island, " New Castle, " Sharon, " Sharpsville, "	Buffalo, N. Y. Lackawanna, N. Y.	PRR Stations, Hempfield To Torrance, Pa. PRR Stations, Pack Saddle To Johnstown, Pa. PRR Stations—Conemaugh To Cresson, Pa. PRR Stations—Gallitzin To Altoona, Pa. PRR Stations—Bellwood To Harrisburg, Pa. Stations on Connecting Lines East of Wilkes-Barre	2¾ cents per 100 Pounds. 4½ cents per 100 Pounds. 6 cents per 100 Pounds. 7½ cents per 100 Pounds. 9 cents per 100 Pounds. 10 cents per 100 Pounds.	P. RR. I. C. C. 2500 Page 198 Page 202 Page 206 Page 210 Page 228 Page 236 Page 241
Leetsdale, Pa. Pittsburgh, Pa.	Johnstown, Pa.	P. RR. Stations and Connection Lines East of Johnstown, Pa.	3¼ cents per 100 Pounds.	P. R. R. I. C. C. 2500 Page 200
Beaver Falls, Pa. Midland, " Morado, " Rochester, "	Buffalo, N. Y. Lackawanna, N. Y.	Stations on P. RR. and Connections, Harrisburg, Pa. and East and South Thereof.	9 cents per 100 Pounds.	P. R. R. I. C. C. 2500 Page 201
Canonsburg, Pa.	Pittsburgh, Homestead, Bessemer, Munhall, Hays, Clairton, Pa.	Stations on P. R. R. and Connections, Pittsburgh, Pa. To Buffalo, N. Y.	3¼ cents per 100 Pounds.	P. R. R. I. C. C. 2500 Page 207
Canton, Ohio. Louisville, Ohio. Massillon, Ohio.	Weirton, W. Va.	Washington, D. C.	8½ cents per 100 Pounds.	P. R. R. I. C. C. 2500 Page 208
Carnegie, Pa. Glanford, "	Johnstown, Pa.	Stations on PRR and connections East of Johnstown, Pa.	3¼ cents per 100 Pounds.	P. R. R. I. C. C. 2500 Page 209

Transit Point	Origin Territory	Destination Territory	Back Haul or Out of Route Movement Charge	Tariff Authority
Greenville, Pa.	Pittsburgh, Pa. Munhall, " Hays, " Clairton, etc. "	Stations on the P. R. R. and Connections East of Johnstown, Pa.	3¼ cents per 100 Pounds.	P. R. R. I. C. C. 2500 Page 222.
Greenville, Pa.	Johnstown, Pa.	Stations on the P. R. R. and Connections East of Johnstown, Pa.	6½ cents per 100 Pounds.	P. R. R. I. C. C. 2500 Page 222.
McKees Rocks, Pa. Neville Island, " No. McKees Rocks, "	Buffalo, N. Y. Lackawanna, "	Stations on the P. R. R. and Connections, Harrisburg, Pa. and East and South thereof.	9 cents per 100 Pounds.	P. R. R. I. C. C. 2500, Page 227.
Muskegon, Mich.	Stations on PRR and Connections in CFA and Trunk Line Territories	Stations on P. R. R. Grand Rapids to Mackinaw City, Mich.	5 cents per 100 Pounds.	P. R. R. I. C. C. 2500, Page 230.
Mt. Vernon, Ohio.	Pittsburgh, Hays, Johnstown, Bessemer, Pa. etc., Weirton, W. Va.	Bedford, Ohio. Cleveland, Ohio.	2 cents per 100 Pounds.	P. R. R. I. C. C. 2500, Page 232.
New Castle, Pa. Sharon, " Sharpsville, "	Pittsburg, Hays, Munhall, Bessemer, Homestead, etc.	Stations on PRR and Connections East of Johnstown, Pa.	3¼ cents per 100 Pounds.	P. R. R. I. C. C. 2500, Pages 237-240.
New Castle, Pa. Sharon, " Sharpsville, " Youngstown, Ohio.	Johnstown, Pa.	Stations on PRR and Connections East of Johnstown, Pa.	6½ cents per 100 Pounds.	P. R. R. I. C. C. 2500, Page 237-240 Page 247
Point Pleasant, W. Va.	Pittsburgh, Pa. and District Buffalo, N. Y. Johnstown, Pa. Bethlehem, Pa.	East St. Louis, Ill. and Beyond	3¼ cents per 100 Pounds.	B&O RR I. C. C. 23324—Supp. No. 3
Point Pleasant, W. Va.	Girard, Ohio. Niles, " Youngstown, "	East St. Louis, Ill. and Beyond	7½ cents per 100 Pounds.	B&O RR I. C. C. 23324—Supp. No. 3
Point Pleasant, W. Va.	Warren, Ohio.	East St. Louis, Ill. and Beyond	9 cents per 100 Pounds.	B&O RR I. C. C. 23323—Sup. No. 3

NOTE—Transit privilege accorded on the Following Articles of Iron and Steel Carloads—

Angles
Bars
Beans
Bolts
Castings
Channels
Columns
Ells
Girders

Masts
Nuts
Plates
Rivets
Rods
Tees
Trusses
Washers
Zeas

[Vol. 796]

EXHIBIT No. 64

Statement Showing Transit Points in Trunk Line Association Territory at which Specific Back-Haul or Out of Route Movement Charge Applies on Shipments of Iron and Steel Articles (See Note), Carloads, and the Amount of Such Charge.

Charge for Fabrication in Transit Service							
Transit Point	Origin Territory	Destination Territory	Out of Route Distance (P.R.R. I.C.C. 398) (Miles)	Published (Total) Charge	Published Total Charge Includes:		Tariff Reference
					Transit Charge (Cents per 100 Pounds)	Out of Route or Back Haul Charge	
Hagerstown, Md.	Coatesville, Pa. Claymont, Del. }	Pittsburgh, Pa.	149	12.0	3.25	8.75	P.R.R. I.C.C. 2140
		C.F.A. Territory					
		via Pittsburgh, Pa.	149				
		Northumberland, Pa.	150				
		Williamsport, Pa.	150				
		Elmira, N. Y.	150				
		Buffalo, N. Y.	150				
Rochester, N. Y.	150						
Sodus Point, N. Y.	150						
Berwick, Pa.	Pittsburgh, Pa. C.F.A. Territory via Pittsburgh, Pa. Harrisburg, Pa. }	Jersey City, N. J.	134	9.5	3.25	6.25	P.R.R. I.C.C. 2140
		Jersey City, N. J.	218	13.0	3.25	9.75	P.R.R. I.C.C. 2140
Chambersburg, Pa.	Pittsburgh, Pa. C.F.A. Territory via Pittsburgh, Pa. }	Jersey City, N. J.	119	12.0	3.25	8.75	P.R.R. I.C.C. 2140
		Philadelphia, Pa.	121	12.0	3.25	8.75	P.R.R. I.C.C. 2140
Lancaster, Pa.	Claymont, Del. Ivy Rock, Pa. Phoenixville, Pa.	Jersey City, N. J.	112	11.0	3.25	7.75	P.R.R. I.C.C. 2140
		Philadelphia, Pa.	112	11.0	3.25	7.75	P.R.R. I.C.C. 2140
		Jersey City, N. J.	103	11.0	3.25	7.75	P.R.R. I.C.C. 2140
Mechanicsburg, Pa.	Sparrows Point, Md.	Jersey City, N. J.	103	11.0	3.25	7.75	P.R.R. I.C.C. 2140
		Phoenixville, Pa.	84	9.5	3.25	6.25	P.R.R. I.C.C. 2140
Johnstown, Pa.	Coatesville, Pa. Harrisburg, Pa. Canton, O.	Altoona, Pa.	78	(1)	3.25	6.0	P.R.R. I.C.C. 2457
		Buffalo, N. Y.	153	(2)	3.25	9.0	P.R.R. I.C.C. 2457
		Indiana, Pa.	52	(3)	3.25	4.5	P.R.R. I.C.C. 2457
Coatesville, Pa.	Butler, Pa. Pittsburgh, Pa. Johnstown, Pa.	Baltimore, Md.	70	9.5	3.25	6.25	P.R.R. I.C.C. 2140
		Washington, D. C.	70	9.5	3.25	6.25	P.R.R. I.C.C. 2140
		Aberdeen, Md.	47	9.5	3.25	6.25	P.R.R. I.C.C. 2140

NOTE—Transit privilege accorded on the following articles of Iron and Steel, Carloads

Angles	Columns	Rivets
Bars	Ells	Rods
Beams	Girders	Tees
Bolts	Masts	Trusses
Castings	Nuts	Washers
Channels	Plates	Zees

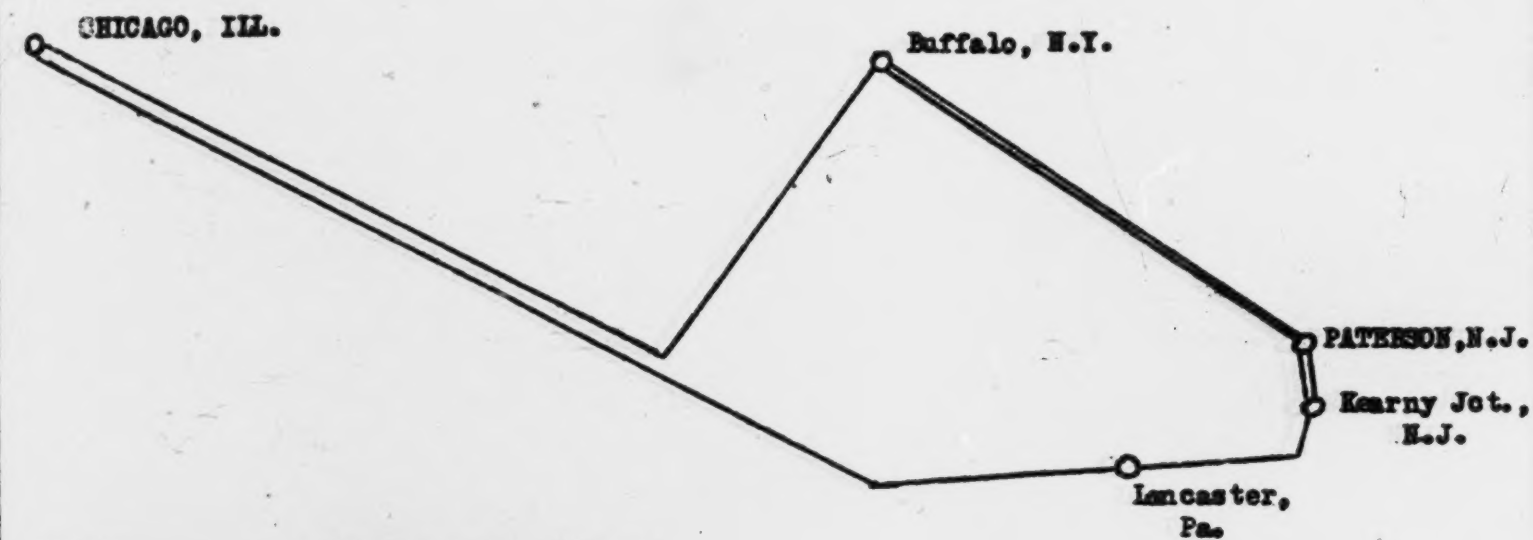
(1)—Factors published separately—Total charge 9.25¢.

(2)—Factors published separately—Total charge 12.25¢.

(3)—Factors published separately—Total charge 7.75¢.

EXHIBIT No. 65

DIAGRAMS ILLUSTRATING INSTANCES IN WHICH GRAIN TRANSIT OPERATORS ON P.R.R. WOULD SECURE ADDITIONAL CONNECTING LINE DESTINATION TERRITORY BY THE ESTABLISHMENT OF THEORETICAL ROUTES ESTABLISHING THE P.R.R. TRANSIT POINT ON THE DIRECT LINE; ALSO MILEAGES.



Origin - - - - - CHICAGO, ILL. (P.R.R.)
 Destination - - - - - PATERSON, N.J. (D.L. & W.)
 Transit Point - Lancaster, Pa. (P.R.R.)

PRESENT ROUTE

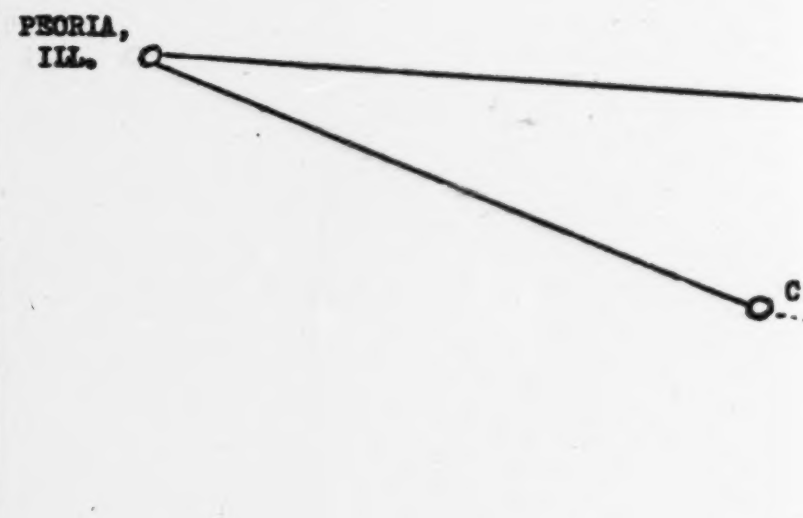
	Miles
() P.R.R. - Chicago, Ill., to Buffalo, N.Y.	728
() D.L. & W. - Buffalo, N.Y., to Paterson, N.J.	384
TOTAL	1112

ROUTE TO ESTABLISH LANCASTER, PA. INTERMEDIATE

() P.R.R. - Chicago, Ill., to Kearny Jct., N.J.	895
() D.L. & W. - Kearny Jct., N.J., to Paterson, N.J.	15
TOTAL	910

TARIFF REFERENCES FOR MILEAGES

P.R.R. I.C.C. 398
 D.L. & W. I.C.C. 22030



Or
 De
 To

PRESENT

() P.R.R. - Peoria, Ill., to Cincinnati, O.	384
() B. & O. - Cincinnati, O., to Georgetown, D.C.	538
TOTAL	922

ROUTE TO ESTABLISH BEDFORD, PA. INTERMEDIATE

() P.R.R. - Peoria, Ill., to Hyndman, Pa.	810
() B. & O. - Hyndman, Pa., to Georgetown, D.C.	163
TOTAL	973

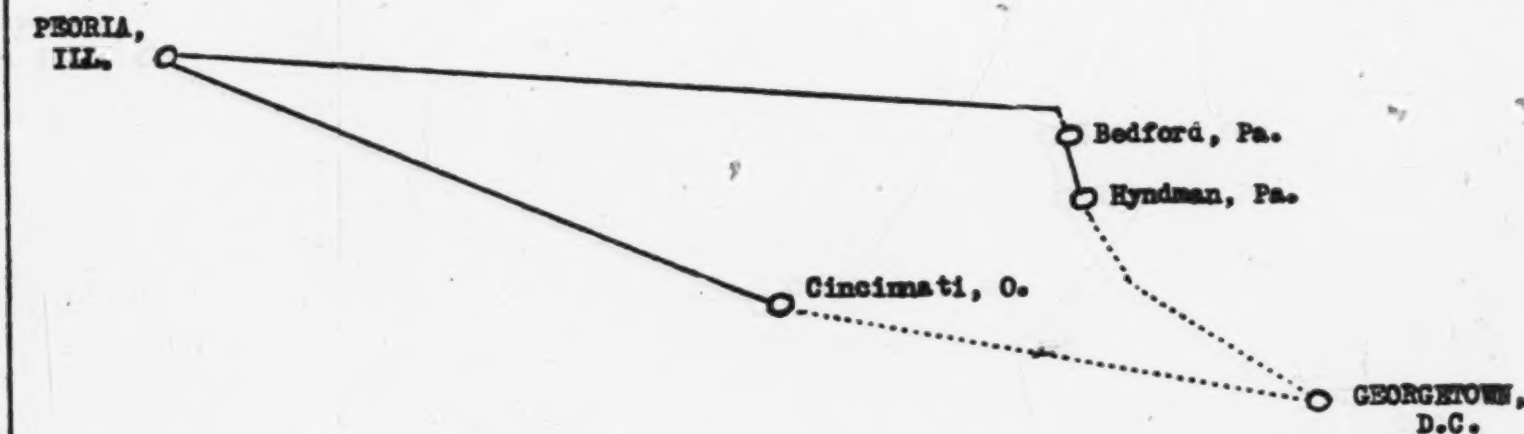
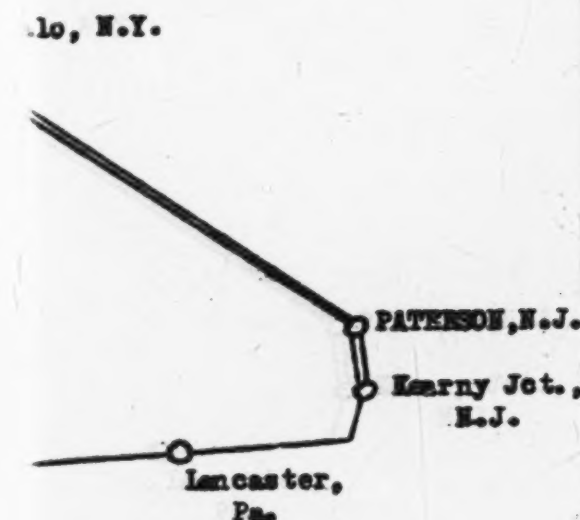
TARIFF REFERENCES FOR MILEAGES

P.R.R. I.C.C. 398
 D.L. & W. I.C.C. 22030

EXHIBIT No. 65

DIAGRAMS ILLUSTRATING INSTANCES IN WHICH GRAIN TRANSIT OPERATORS ON P.R.R. WOULD SECURE ADDITIONAL CONNECTING LINE DESTINATION TERRITORY BY THE ESTABLISHMENT OF THEORETICAL ROUTES ESTABLISHING THE P.R.R. TRANSIT POINT ON THE DIRECT LINE; ALSO MILEAGES.

Exhibit No. 65
 Witness _____
 I.C.C. Docket No. 28647



Origin - - - - - PEORIA, ILL. (P.R.R.)
 Destination - - - - - GEORGETOWN, D.C. (B. & O.)
 Transit Point - Bedford, Pa. (P.R.R.)

PRESENT ROUTE

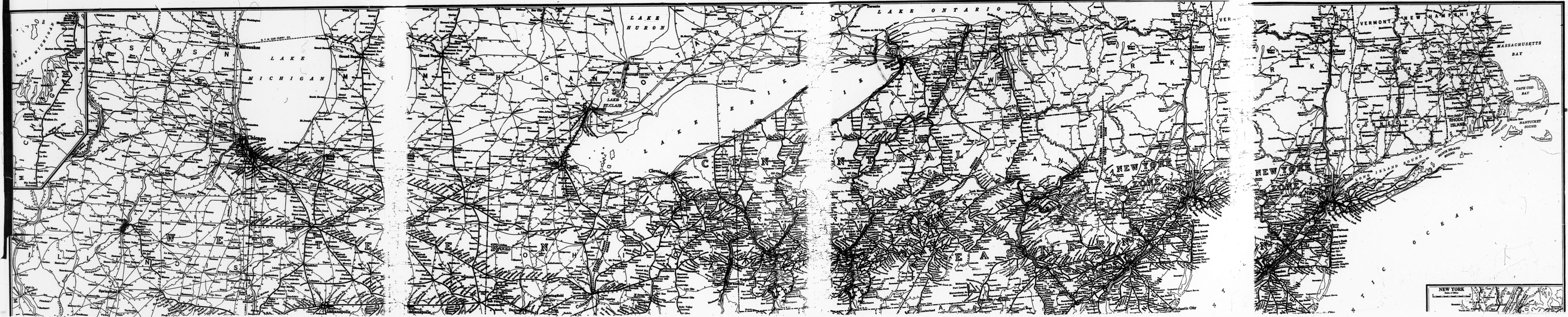
	Miles
() P.R.R. - Peoria, Ill., to Cincinnati, O.	384
() B. & O. - Cincinnati, O., to Georgetown, D.C.	538
TOTAL	922

ROUTE TO ESTABLISH BEDFORD, PA. INTERMEDIATE

() P.R.R. - Peoria, Ill., to Hyndman, Pa.	810
() B. & O. - Hyndman, Pa., to Georgetown, D.C.	163
TOTAL	973

TARIFF REFERENCES FOR MILEAGES

P.R.R. I.C.C. 398
 B. & O. I.C.C. 23392



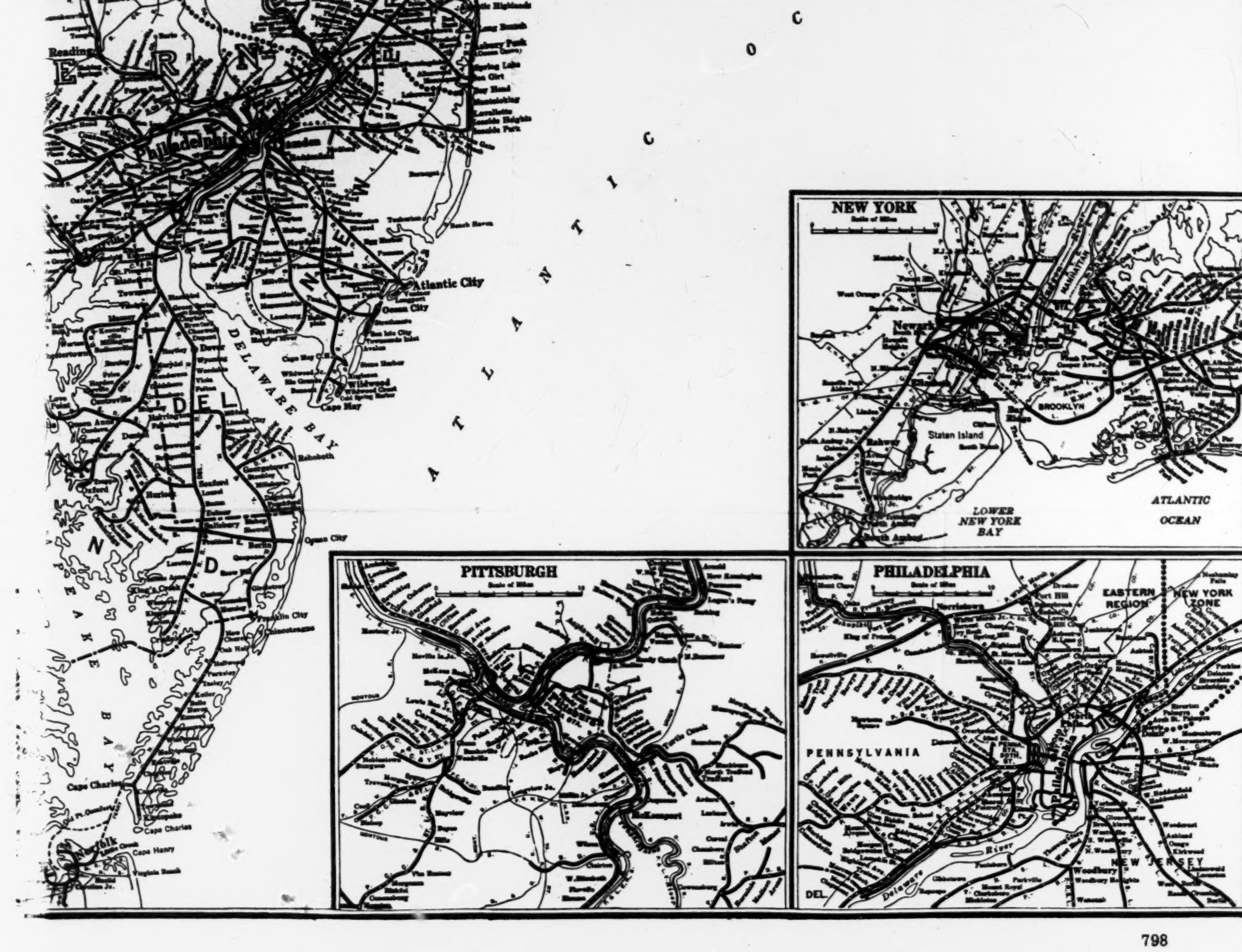
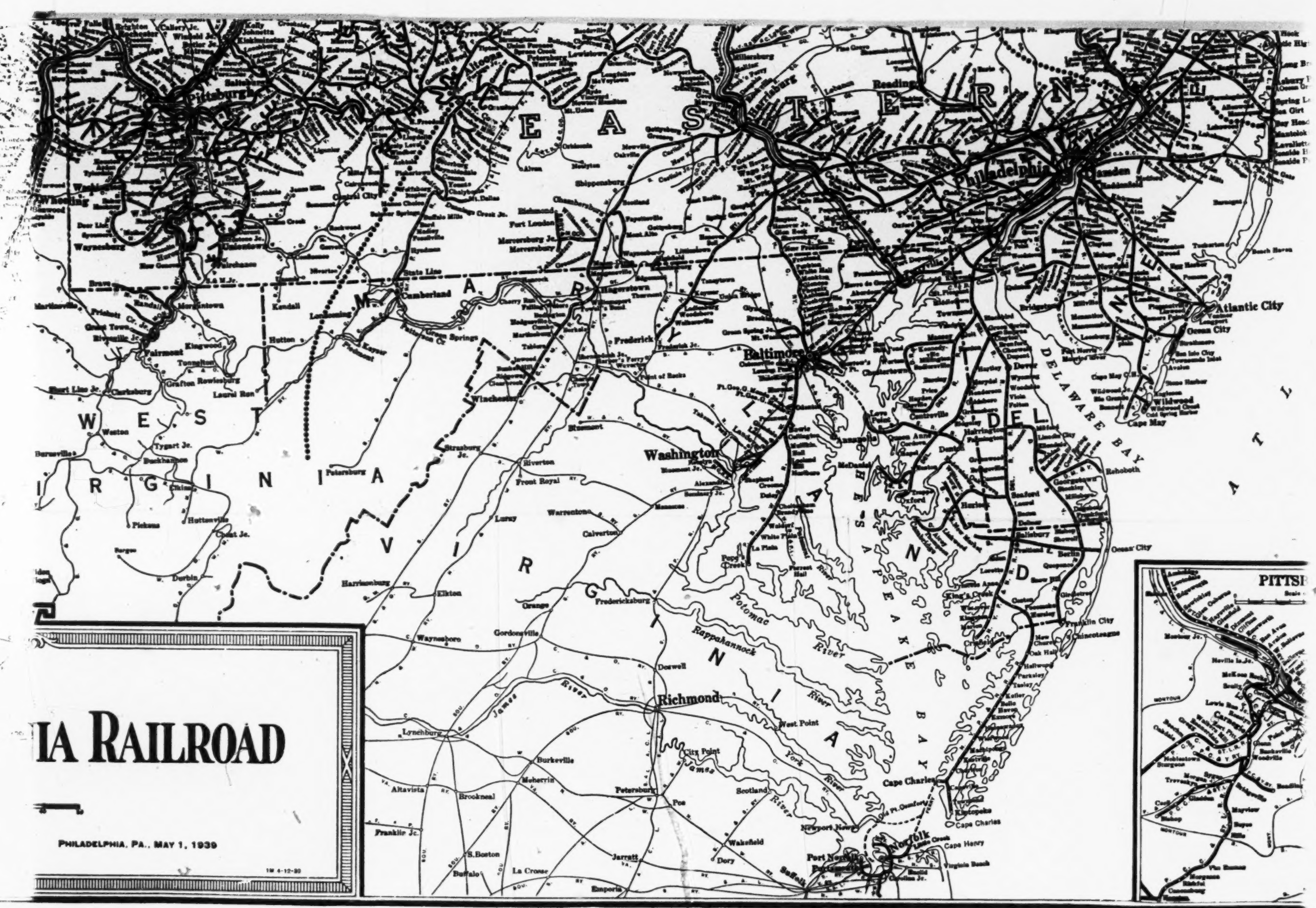
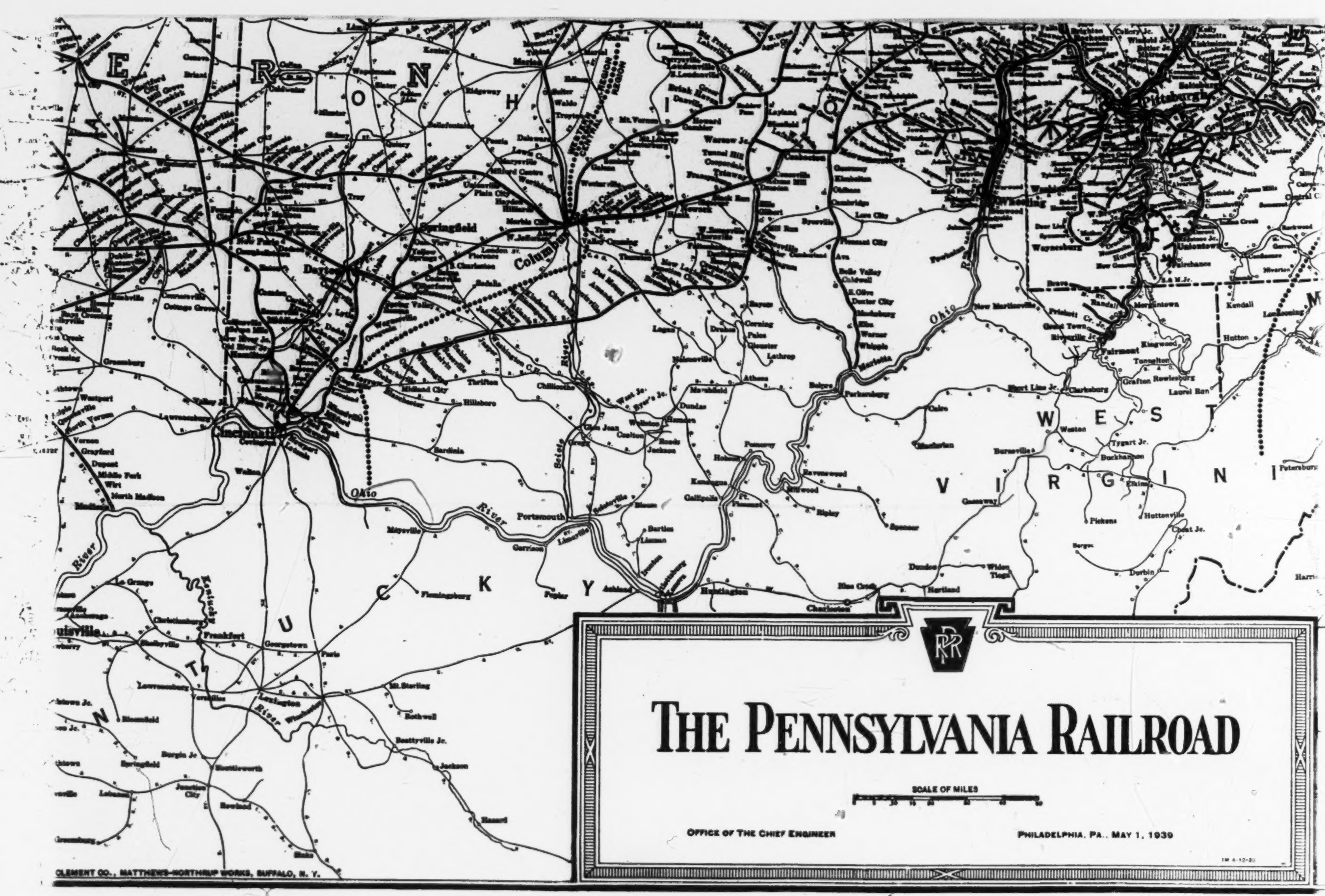
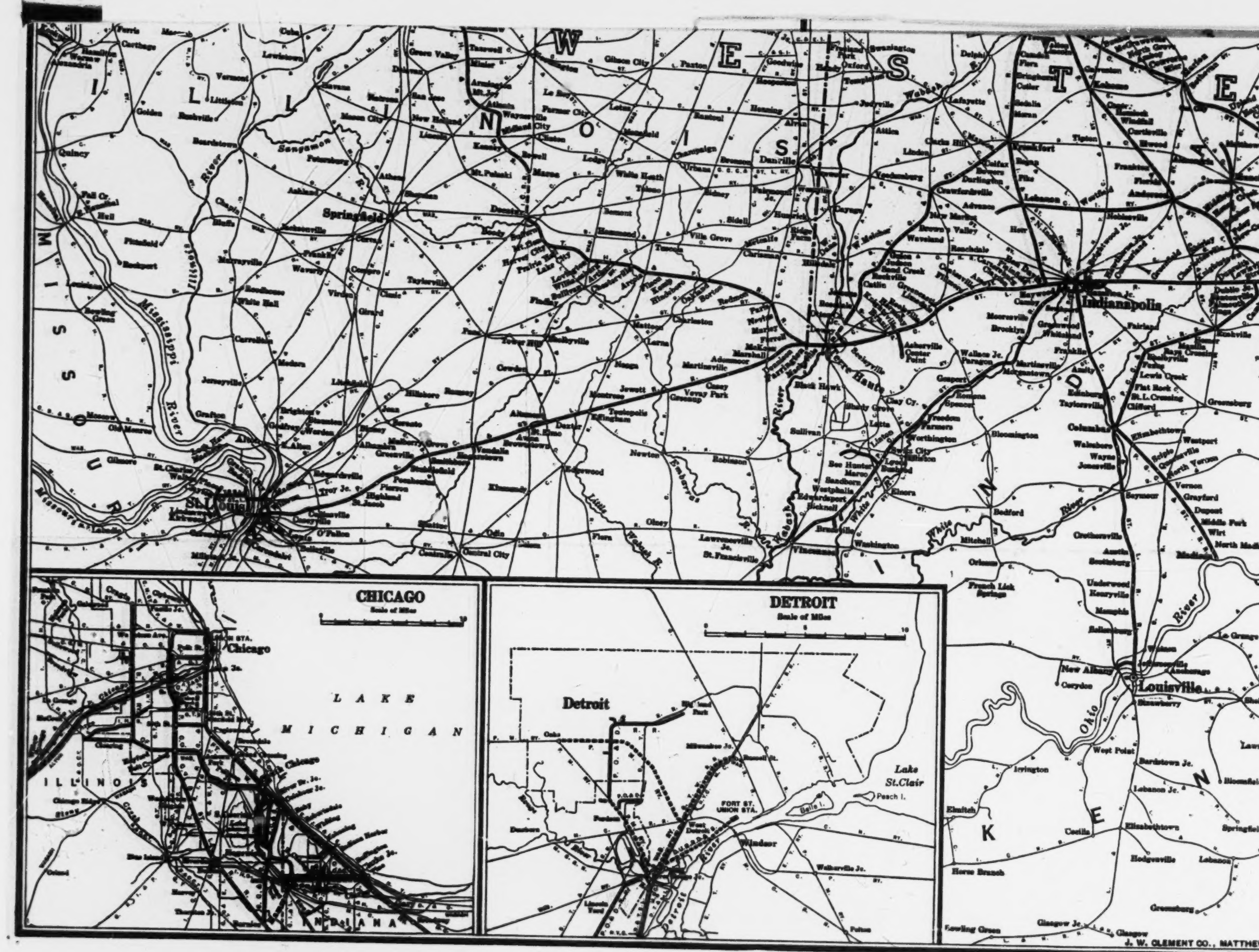


EXHIBIT No. 67
THE PENNSYLVANIA RAILROAD
DIAGRAM OF TRACKS
FULTON JCT. TO BACK RIVER
BALTIMORE, MD.

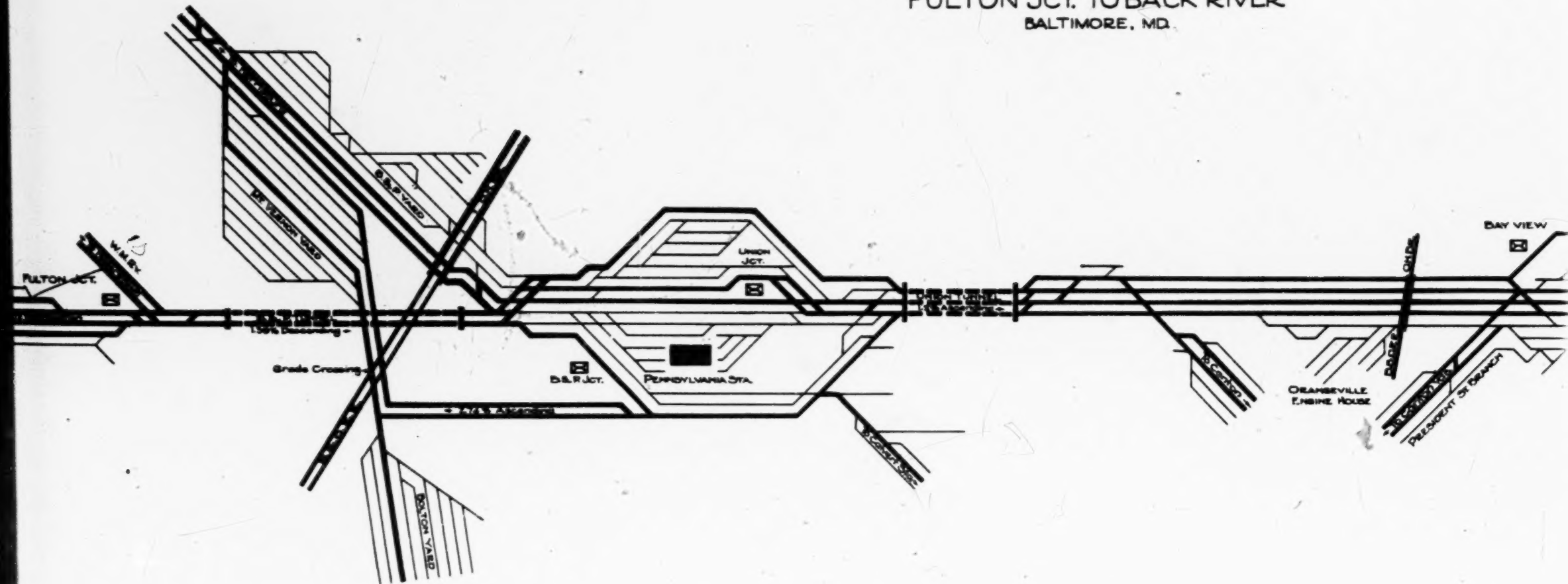


EXHIBIT No. 67
THE PENNSYLVANIA RAILROAD
DIAGRAM OF TRACKS
FULTON JCT. TO BACK RIVER
BALTIMORE, MD.

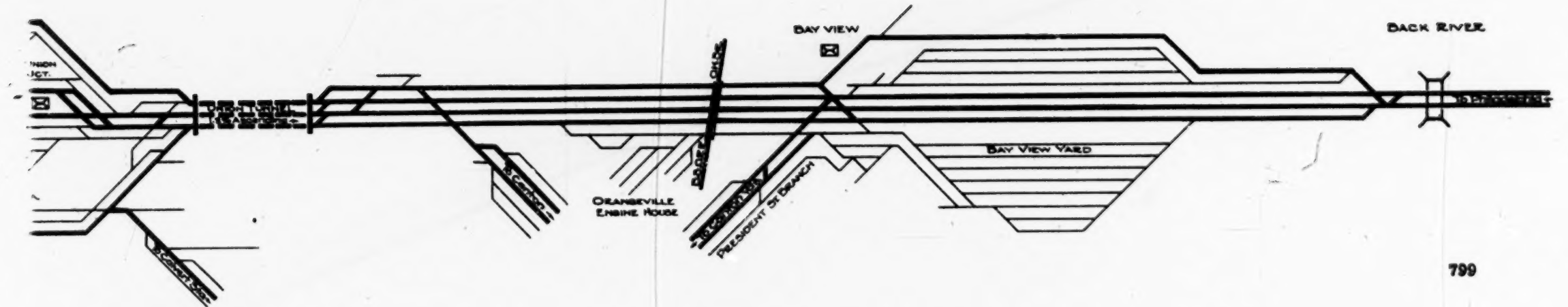


EXHIBIT No. 68

Statement Showing for 33 Tons of Grain and Grain Products Moving from Western Origins to Eastern Destinations via Various Routes the Comparative Costs for Transportation Over the Specified Routes. Tare Weight of Car Taken as 22 Tons. Costs Based on Annual Reports of Carriers to Interstate Commerce Commission for Year 1940.

				Cost—Opr. Exps. Only					Cost—Opr. Exps., Rents, 5¾% Return :					
	Route	Miles	Gross Ton Miles	Road	No.	Terminal Amount	No.	Interchange Amount	Total	Road	No.	Terminal Amount	No.	Interchange Amount
1. Chicago, Ill., to Salisbury, Md.	PRR	902	62,509	\$ 86.51	2	\$ 34.56	—	—	\$121.07	\$164.27	2	\$ 65.66	—	—
2. Chicago, Ill., to Salisbury, Md. (NYC to Youngstown, O., P&LE to Connellsville, Pa., WMd. to York, Pa.)	NYC	415	29,009	\$ 36.84	1	\$ 15.91	1	\$ 6.97	\$ 59.72	\$ 80.24	1	\$ 34.65	1	\$ 15.91
	P&LE	123	8,524	17.66			2	9.30	26.96	27.61			2	14.56
	WMd.	246	17,146	31.45			2	8.40	39.85	63.94			2	17.00
	PRR	174	12,058	16.69	1	17.28	1	5.31	39.28	31.69	1	32.83	1	10.00
	Total	958	66,668	\$102.64		\$ 33.19		\$ 29.98	\$165.81	\$203.48		\$ 67.48		\$ 56.80
3. Chicago, Ill., to Salisbury, Md. (Wab. to Toledo, O., W&LE to Pgh. Jct., O., P&WVa. to Connellsville, Pa., WMd. to Fulton Jct., Md.)	Wab.	234	15,748	\$ 18.82	1	\$ 11.83	1	\$ 8.75	\$ 39.40	\$ 35.43	1	\$ 22.30	1	\$ 11.83
	W&LE	184	12,475	46.74			2	10.22	56.96	45.78			2	16.47
	P&WVa.	112	7,750	25.47			2	6.20	31.67	54.48			2	13.00
	WMd.	253	17,634	32.34			2	8.40	40.74	65.76			2	17.00
	PRR	155	10,742	14.87	1	17.28	1	5.31	37.46	28.23	1	32.83	1	10.00
	Total	938	64,349	\$138.24		\$ 29.11		\$ 38.88	\$206.23	\$229.68		\$ 55.13		\$ 73.30
4. Chicago, Ill., to Salisbury, Md. (C&O to Durbin, W. Va., WMd. to Hagerstown, Md.)	C&O	726	52,345	\$ 52.29	1	\$ 10.97	1	\$ 3.82	\$ 67.08	\$102.91	1	\$ 21.18	1	\$ 10.97
	WMd.	236	16,449	30.17			2	8.40	38.57	61.34			2	17.00
	PRR	260	18,018	24.94	1	17.28	1	5.31	47.53	47.35	1	32.83	1	10.00
	Total	1222	86,812	\$107.40		\$ 28.25		\$ 17.53	\$153.18	\$211.60		\$ 54.01		\$ 37.97
5. Chicago, Ill., to Salisbury, Md. (Mich. Cent. to Toledo, O., C&O to Charlestown, W. Va., B&O to Norton, W. Va., WMd. to Fulton Jct., Md.)	M.Cent.	334	23,347	\$ 29.65	1	\$ 15.91	1	\$ 6.97	\$ 52.53	\$ 64.58	1	\$ 34.65	1	\$ 15.91
	C&O	319	23,000	23.41			2	7.63	31.04	45.22			2	14.56
	B&O	181	12,435	19.95			2	9.56	29.51	33.82			2	16.47
	WMd.	280	19,516	35.79			2	8.40	44.19	72.78			2	17.00
	PRR	155	10,742	14.87	1	17.28	1	5.31	37.46	28.23	1	32.83	1	10.00
	Total	1269	89,040	\$123.67	1	\$ 33.19		\$ 37.87	\$194.73	\$244.63		\$ 67.48		\$ 73.30
6. Peoria, Ill., to Dagsboro, Del.	PRR	1057	73,250	\$101.37	2	\$ 34.56	—	—	\$135.93	\$192.50	2	\$ 65.66	—	—
7. Peoria, Ill., to Dagsboro, Del. (NYC to Youngstown, O., via Cleveland P&LE to Connellsville, Pa., WMd. to Fulton Jct., Md.)	NYC	588	41,101	\$ 52.20	1	\$ 15.91	1	\$ 6.97	\$ 75.08	\$113.69	1	\$ 34.65	1	\$ 15.91
	P&LE	123	9,524	17.66			2	9.30	26.96	27.61			2	14.56
	WMd.	253	17,634	32.34			2	9.40	40.74	65.76			2	17.00
	PRR	156	10,811	14.96	1	17.28	1	5.31	37.55	28.41	1	32.83	1	10.00
	Total	1120	78,070	\$117.16		\$ 33.19		\$ 29.98	\$180.33	\$235.47		\$ 67.48		\$ 56.80
8. Peoria, Ill., to Dagsboro, Del. (PRR to Indianapolis, Ind., NYC to Cincinnati, O., C&O to Durbin, W. Va., WMd. to York, Pa.)	PRR	246	17,048	\$ 23.59	1	\$ 17.28		\$ 5.31	\$ 46.18	\$ 44.80	1	\$ 32.83	1	\$ 10.00
	NYC	110	7,689	9.77			2	13.94	23.71	21.27			2	30.30
	C&O	440	31,724	32.30			2	7.63	39.93	62.37			2	14.70
	WMd.	313	21,816	40.01			2	8.40	48.41	81.35			2	17.00
	PRR	172	11,920	16.50	1	17.28	1	5.31	39.09	31.33	1	32.83	1	10.00
	Total	1281	90,197	\$122.17		\$ 34.56		\$ 40.59	\$197.32	\$241.12		\$ 65.66		\$ 82.30
9. Peoria, Ill., to Dagsboro, Del. (PRR to Indianapolis, Ind., NYC to Columbus, O., B&O to Cherry Run, W. Va., WMd. to Hagerstown, Md.)	PRR	246	17,048	\$ 23.59	1	\$ 17.28	1	\$ 5.31	\$ 46.18	\$ 44.80	1	\$ 32.83	1	\$ 10.00
	NYC	185	12,932	16.42			2	13.94	30.36	35.77			2	30.30
	B&O	383	26,312	42.20			2	9.56	51.76	71.57			2	16.20
	WMd.	19	1,324	2.43			2	8.40	10.83	4.94			2	17.00
	PRR	258	17,879	26.01	1	17.28	1	5.31	48.60	46.99	1	32.83	1	10.00
	Total	1091	75,495	\$110.65		\$ 34.56		\$ 42.52	\$187.73	\$204.07		\$ 65.66		\$ 83.80

EXHIBIT No. 68

Statement Showing for 33 Tons of Grain and Grain Products Moving from Western Origins to Eastern Destinations via Various Routes the Comparative Costs for Transportation Over the Specified Routes. Tare Weight of Car Taken as 22 Tons. Costs Based on Annual Reports of Carriers to Interstate Commerce Commission for Year 1940.

	Route	Miles	Gross Ton Miles	Cost—Opr. Exps. Only					Cost—Opr. Exps., Rents, 5¼% Return and Pass. Defcy.						
				Road	No.	Terminal Amount	No.	Interchange Amount	Total	Road	No.	Terminal Amount	No.	Interchange Amount	Total
o Salisbury, Md.	PRR	902	62,509	\$ 86.51	2	\$ 34.56	—	—	\$121.07	\$164.27	2	\$ 65.66	—	—	\$292.93
o Salisbury, Md.	NYC	415	29,009	\$ 36.84	1	\$ 15.91	1	\$ 6.97	\$ 59.72	\$ 80.24	1	\$ 34.65	1	\$ 15.18	\$130.07
ungstown, O.,	P&LE	123	8,524	17.66			2	9.30	26.96	27.61			2	14.54	42.15
onnellsville, Pa.,	WMd.	246	17,146	31.45			2	8.40	39.85	63.94			2	17.08	81.02
ork, Pa.)	PRR	174	12,058	16.69	1	17.28	1	5.31	39.28	31.69	1	32.83	1	10.09	74.61
	Total	958	66,668	\$102.64		\$ 33.19		\$ 29.98	\$165.81	\$203.48		\$ 67.48		\$ 56.89	\$327.85
o Salisbury, Md.	Wab.	234	15,748	\$ 18.82	1	\$ 11.83	1	\$ 8.75	\$ 39.40	\$ 35.43	1	\$ 22.30	1	\$ 16.49	\$ 74.22
ledo, O.,	W&LE	184	12,475	46.74			2	10.22	56.96	45.78			2	16.76	62.54
gh. Jet., O.,	P&WVa.	112	7,750	25.47			2	6.20	31.67	54.48			2	13.26	67.74
Connellsville, Pa.,	WMd.	253	17,634	32.34			2	8.40	40.74	65.76			2	17.08	82.84
ulton Jet., Md.)	PRR	155	10,742	14.87	1	17.28	1	5.31	37.46	28.23	1	32.83	1	10.09	71.15
	Total	938	64,349	\$138.24		\$ 29.11		\$ 38.88	\$206.23	\$229.68		\$ 55.13		\$ 73.68	\$358.49
o Salisbury, Md.	C&O	726	52,345	\$ 52.29	1	\$ 10.97	1	\$ 3.82	\$ 67.08	\$102.91	1	\$ 21.18	1	\$ 7.37	\$131.46
rb. W. Va.,	WMd.	236	16,449	30.17			2	8.40	38.57	61.34			2	17.08	78.42
agerstown, Md.)	PRR	260	18,018	24.94	1	17.28	1	5.31	47.53	47.35	1	32.83	1	10.09	90.27
	Total	1222	86,812	\$107.40		\$ 28.25		\$ 17.53	\$153.18	\$211.60		\$ 54.01		\$ 34.54	\$300.15
o Salisbury, Md.	M.Cent.	334	23,347	\$ 29.65	1	\$ 15.91	1	\$ 6.97	\$ 52.53	\$ 64.58	1	\$ 34.65	1	\$ 15.18	\$114.41
to Toledo, O.,	C&O	319	23,000	23.41			2	7.63	31.04	45.22			2	14.73	59.95
arlestown, W. Va.,	B&O	181	12,435	19.95			2	9.56	29.51	33.82			2	16.22	50.04
rton, W. Va.,	WMd.	280	19,516	35.79			2	8.40	44.19	72.78			2	17.08	89.86
ulton Jet., Md.)	PRR	155	10,742	14.87	1	17.28	1	5.31	37.46	28.23	1	32.83	1	10.09	71.15
	Total	1269	89,040	\$123.67	1	\$ 33.19		\$ 37.87	\$194.73	\$244.63		\$ 67.48		\$ 73.30	\$385.41

Dagsboro, Del.	PRR	1057	73,250	\$101.37	2	\$ 34.56	—	—	\$135.93	\$192.50	2	\$ 65.66	—	—	\$258.16
Dagsboro, Del.	NYC	588	41,101	\$ 52.20	1	\$ 15.91	1	\$ 6.97	\$ 75.08	\$113.69	1	\$ 34.65	1	\$ 15.18	\$163.52
ungstown, O., via Cleveland	P&LE	123	9,524	17.66			2	9.30	26.96	27.61			2	14.54	42.15
onnellsville, Pa.,	WMd.	253	17,634	32.34			2	9.40	40.74	65.76			2	17.08	82.84
ulton Jet., Md.)	PRR	156	10,811	14.96	1	17.28	1	5.31	37.55	28.41	1	32.83	1	10.09	71.33
	Total	1120	78,070	\$117.16		\$ 33.19		\$ 29.98	\$180.33	\$235.47		\$ 67.48		\$ 56.89	\$359.84
Dagsboro, Del.	PRR	246	17,048	\$ 23.59	1	\$ 17.28	\$	\$ 5.31	\$ 46.18	\$ 44.80	1	\$ 32.83	1	\$ 10.09	\$ 87.72
ianapolis, Ind.,	NYC	110	7,689	9.77			2	13.94	23.71	21.27			2	30.36	51.63
incinnati, O.,	C&O	440	31,724	32.30			2	7.63	39.93	62.37			2	14.73	77.10
rb. W. Va.,	WMd.	313	21,816	40.01			2	8.40	48.41	81.35			2	17.08	98.43
rk, Pa.)	PRR	172	11,920	16.50	1	17.28	1	5.31	39.09	31.33	1	32.83	1	10.09	74.25
	Total	1281	90,197	\$122.17		\$ 34.56		\$ 40.59	\$197.32	\$241.12		\$ 65.66		\$ 82.35	\$389.13
Dagsboro, Del.	PRR	246	17,048	\$ 23.59	1	\$ 17.28	1	\$ 5.31	\$ 46.18	\$ 44.80	1	\$ 32.83	1	\$ 10.09	\$ 87.72
ianapolis, Ind.,	NYC	185	12,932	16.42			2	13.94	30.36	35.77			2	30.36	66.13
umbus, O.,	B&O	383	26,312	42.20			2	9.56	51.76	71.57			2	16.22	87.79
erry Run, W. Va.	WMd.	19	1,324	2.43			2	8.40	10.83	4.94			2	17.08	22.02
agerstown, Md.)	PRR	258	17,879	26.01	1	17.28	1	5.31	48.60	46.99	1	32.83	1	10.09	89.91
	Total	1091	75,495	\$110.65		\$ 34.56		\$ 42.52	\$187.73	\$204.07		\$ 65.66		\$ 83.84	\$353.57

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	Route	Miles	Gross Ton Miles	Cost—Opr. Exps. Only					Cost—Opr. Exps., Rents, 5¼% R				
				Road	Terminal		Interchange		Road	Terminal		In	
					No.	Amount	No.	Amount		No.	Amount		
10. E. St. Louis, Ill., to Milford, N. J.	PRR	1027	71,171	\$ 98.50	2	\$ 34.56	-	-	\$187.04	2	\$ 65.66	-	-
11. E. St. Louis, Ill., to Milford, N. J. (NYC to Youngstown, O., via Cleveland, P&LE to Connellsville, Pa., WMd. to Fulton Jet., Md.)	NYC	628	43,897	\$ 55.75	1	\$ 15.91	1	\$ 6.97	\$121.42	1	\$ 34.65	1	1
	P&LE	123	8,524	17.66			2	9.30	27.61			2	2
	WMd.	253	17,634	32.34			2	8.40	65.76			2	2
	PRR	167	11,573	16.02	1	17.28	1	5.31	30.41	1	32.83	1	1
	Total	1171	81,628	\$121.77		\$ 33.19		\$ 29.98	\$245.20		\$ 67.48		
12. E. St. Louis, Ill., to Milford, N. J. (Wab. to Toledo, O. W&LE to Pgh. Jet., O. P&WVa. to Connellsville, Pa. WMd. to York, Pa.)	Wab.	437	29,410	\$ 35.14	1	\$ 11.83	1	\$ 8.75	\$ 66.17	1	\$ 22.30	1	1
	W&LE	184	12,475	27.92			2	10.22	45.78			2	2
	P&WVa.	112	7,750	25.47			2	6.20	54.48			2	2
	WMd.	246	17,146	31.45			2	8.40	63.94			2	2
	PRR	153	10,603	14.67	1	17.28	1	5.31	27.86	1	32.83	1	1
	Total	1132	77,384	\$134.65		\$ 29.11		\$ 38.88	\$258.23		\$ 55.13		
13. E. St. Louis, Ill., to Milford, N. J. (B&O to Cincinnati, O., C&O to Durbin, W. Va., WMd. to Hagerstown, Md.)	B&O	335	23,015	\$ 36.92	1	\$ 13.13	1	\$ 4.78	\$ 62.60	1	\$ 22.27	1	1
	C&O	441	31,796	32.37			2	7.63	62.51			2	2
	WMd.	236	16,449	30.17			2	8.40	61.34			2	2
	PRR	237	16,424	22.73	1	17.28	1	5.31	43.16	1	32.83	1	1
	Total	1249	87,684	\$122.19		\$ 30.41		\$ 26.12	\$229.61		\$ 55.10		
14. Decatur, Ill., to Chatham, Pa.	PRR	869	60,222	\$ 83.35	2	\$ 34.56	-	-	\$158.26	2	\$ 65.66	-	-
15. Decatur, Ill., to Chatham, Pa. (Wab. to Toledo, O., W&LE to Pgh. Jet., O., P&WVa. to Connellsville, Pa., WMd. to York, Pa.)	Wab.	324	21,805	\$ 26.06	1	\$ 11.83	1	\$ 8.75	\$ 49.06	1	\$ 22.30	1	1
	W&LE	184	12,475	27.92			2	10.22	45.78			2	2
	P&WVa.	112	7,750	25.47			2	6.20	54.48			2	2
	WMd.	246	17,146	31.45			2	8.40	63.94			2	2
	PRR	66	4,574	6.33	1	17.28	1	5.31	12.02	1	32.83	1	1
	Total	932	63,750	\$117.23		\$ 29.11		\$ 38.88	\$225.28		\$ 55.13		
16. Decatur, Ill., to Chatham, Pa. (B&O to Cherry Run, W. Va., WMd. to Hagerstown, Md.)	B&O	712	48,914	\$ 78.46	1	\$ 13.13	1	\$ 4.78	\$133.05	1	\$ 22.27	1	1
	WMd.	19	1,324	2.43			2	8.40	4.94			2	2
	PRR	150	10,395	14.39	1	17.28	1	5.31	27.32	1	32.83	1	1
	Total	881	60,633	\$ 95.28		\$ 30.41		\$ 18.49	\$165.31		\$ 55.10		
17. Decatur, Ill., to Chatham, Pa. (PRR to Indianapolis, Ind., NYC to Columbus, O., B&O to Cherry Run, W. Va., WMd. to Fulton Jet., Md.)	PRR	167	11,573	\$ 16.02	1	\$ 17.28	1	\$ 5.31	\$ 30.41	1	\$ 32.83	1	1
	NYC	185	12,932	16.42			2	13.94	35.77			2	2
	B&O	383	26,312	42.20			2	9.56	71.57			2	2
	WMd.	103	7,179	13.17			2	8.40	26.77			2	2
	PRR	75	5,198	7.19	1	17.28	1	5.31	13.66	1	32.83	1	1
	Total	913	63,194	\$ 95.00		\$ 34.56		\$ 42.52	\$178.18		\$ 65.66		

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	Route	Miles	Gross Ton Miles	Cost—Opr. Exps. Only					Cost—Opr. Exps., Rents, 5¼% Return and Pass. Defey.				
				Road	Terminal		Interchange		Road	Terminal		Interchange	Total
					No.	Amount	No.	Amount		No.	Amount	No.	Amount
Ill., to Milford, N. J.	PRR	1027	71,171	\$ 98.50	2	\$ 34.56	-	-	\$187.04	2	\$ 65.66	-	\$252.70
Ill., to Milford, N. J. (Youngstown, O., via Cleveland, Connellsville, Pa., Fulton Jet., Md.)	NYC	628	43,897	\$ 55.75	1	\$ 15.91	1	\$ 6.97	\$121.42	1	\$ 34.65	1	\$171.25
	P&LE	123	8,524	17.66			2	9.30	27.61			2	14.54
	WMd.	253	17,634	32.34			2	8.40	65.76			2	17.08
	PRR	167	11,573	16.02	1	17.28	1	5.31	30.41	1	32.83	1	10.09
	Total	1171	81,628	\$121.77		\$ 33.19		\$ 29.98	\$245.20		\$ 67.48		\$ 56.89
Ill., to Milford, N. J. (Wab. to Toledo, O. W&LE to Pgh. Jet., O. P&WVa. to Connellsville, Pa. WMd. to York, Pa.)	Wab.	437	29,410	\$ 35.14	1	\$ 11.83	1	\$ 8.75	\$ 66.17	1	\$ 22.30	1	\$164.96
	W&LE	184	12,475	27.92			2	10.22	45.78			2	16.76
	P&WVa.	112	7,750	25.47			2	6.20	54.48			2	13.26
	WMd.	246	17,146	31.45			2	8.40	63.94			2	17.08
	PRR	153	10,603	14.67	1	17.28	1	5.31	27.86	1	32.83	1	10.09
	Total	1132	77,384	\$134.65		\$ 29.11		\$ 38.88	\$258.23		\$ 55.13		\$ 73.68
Ill., to Milford, N. J. (B&O to Cincinnati, O., C&O to Durbin, W. Va., WMd. to Hagerstown, Md.)	B&O	335	23,015	\$ 36.92	1	\$ 13.13	1	\$ 4.78	\$ 62.60	1	\$ 22.27	1	\$ 8.11
	C&O	441	31,796	32.37			2	7.63	62.51			2	14.73
	WMd.	236	16,449	30.17			2	8.40	61.34			2	17.08
	PRR	237	16,424	22.73	1	17.28	1	5.31	43.16	1	32.83	1	10.09
	Total	1249	87,684	\$122.19		\$ 30.41		\$ 26.12	\$229.61		\$ 55.10		\$ 50.01
Ill., to Chatham, Pa.	PRR	869	60,222	\$ 83.35	2	\$ 34.56	-	-	\$158.26	2	\$ 65.66	-	\$223.92
Ill., to Chatham, Pa. (Wab. to Toledo, O., W&LE to Pgh. Jet., O., P&WVa. to Connellsville, Pa., WMd. to York, Pa.)	Wab.	324	21,805	\$ 26.06	1	\$ 11.83	1	\$ 8.75	\$ 49.06	1	\$ 22.30	1	\$ 16.49
	W&LE	184	12,475	27.92			2	10.22	45.78			2	16.76
	P&WVa.	112	7,750	25.47			2	6.20	54.48			2	13.26
	WMd.	246	17,146	31.45			2	8.40	63.94			2	17.08
	PRR	66	4,574	6.33	1	17.28	1	5.31	12.02	1	32.83	1	10.09
	Total	932	63,750	\$117.23		\$ 29.11		\$ 38.88	\$225.28		\$ 55.13		\$ 73.68
Ill., to Chatham, Pa. (B&O to Cherry Run, W. Va., WMd. to Hagerstown, Md.)	B&O	712	48,914	\$ 78.46	1	\$ 13.13	1	\$ 4.78	\$133.05	1	\$ 22.27	1	\$ 8.11
	WMd.	19	1,324	2.43			2	8.40	4.94			2	17.08
	PRR	150	10,395	14.39	1	17.28	1	5.31	27.32	1	32.83	1	10.09
	Total	881	60,633	\$ 95.28		\$ 30.41		\$ 18.49	\$165.31		\$ 55.10		\$ 35.28
Ill., to Chatham, Pa. (PRR to Indianapolis, Ind., NYC to Columbus, O., B&O to Cherry Run, W. Va., WMd. to Fulton Jet., Md.)	PRR	167	11,573	\$ 16.02	1	\$ 17.28	1	\$ 5.31	\$ 30.41	1	\$ 32.83	1	\$ 10.09
	NYC	185	12,932	16.42			2	13.94	35.77			2	30.36
	B&O	383	26,312	42.20			2	9.56	71.57			2	16.22
	WMd.	103	7,179	13.17			2	8.40	26.77			2	17.08
	PRR	75	5,198	7.19	1	17.28	1	5.31	13.66	1	32.83	1	10.09
	Total	913	63,194	\$ 95.00		\$ 34.56		\$ 42.52	\$178.18		\$ 65.66		\$ 83.84

RAILROAD BASIC DATA AND MANNER IN WHICH USED—YEAR 1940

Pennsylvania Railroad

	Total	Non-Related	Freight	Passenger	Total	Non-Related	Freight	Passenger
Freight Revenues	\$ 363,225,857				\$ 124,491,291			
Passgr. Service Train Revenues	92,153,432				3,368,571			
Non-Related Revenues	21,047,243				4,860,310			
Total Operating Revenues	\$ 476,426,532	\$ 21,047,243	\$ 363,225,857	\$ 92,153,432	\$ 132,720,172	\$ 4,860,310	\$ 124,491,291	\$ 3,368,571
Operating Ratio	70.9				55.8			
Operating Expenses—Total	\$ 337,837,563		\$ 235,042,178	\$ 102,795,385	\$ 74,088,009		\$ 64,208,617	\$ 9,879,392
Opr. Exps. Adjusted for Non-Related Exps.	\$ 337,837,563	\$ 17,132,780	\$ 226,235,109	\$ 94,469,674	\$ 74,088,009	\$ 2,948,618	\$ 61,689,953	\$ 9,449,438
Per Cent	100.0	5.1	67.0	27.9	100.0	4.0	83.3	12.7
Railway Tax Accruals	43,781,683		33,316,955	10,464,728	18,241,188		17,042,340	1,198,846
Hire of Equipment: Freight Cars	Dr. 5,956,145		Dr. 5,956,145		Cr. 1,483,521		Cr. 1,483,521	
—Passgr. Cars	Cr. 26,813			Cr. 26,813	Dr. 109,190		Dr. 109,190	
—Locomotives	Dr. 39,350		Dr. 151,914	Cr. 112,564	Cr. 51,834		Cr. 51,834	
—Floating Equipment	Dr. 539,106		Dr. 559,989	Cr. 20,883	Dr. 3,956		Dr. 3,956	
—Work Equipment	Dr. 9,684		Dr. 6,535	Dr. 3,149	Cr. 30,064		Cr. 30,064	
Joint Facility Rents—Net	Dr. 2,256,584		Dr. 723,417	Dr. 1,533,167	Dr. 1,025,502		Dr. 707,417	Dr. 318,085
Total Expenses	\$ 390,393,302	\$ 17,132,780	\$ 266,950,064	\$ 106,310,458	\$ 91,902,426	\$ 2,948,618	\$ 77,878,993	\$ 11,074,815
Net Railway Operating Income	\$ 86,033,230	\$ 3,914,463	\$ 96,275,793	Def. 14,157,026	\$ 40,817,746	\$ 1,911,692	\$ 46,612,298	Def. \$7,706,244
Property Invest. (Incl. Cash, Material and Supplies)	\$2,723,587,315	\$ 138,902,953	\$1,824,802,501	\$ 579,880,861	\$ 607,952,091	\$ 24,318,084	\$ 506,424,092	\$ 77,209,915
5½% Return on Investment	156,606,271	7,986,920	104,926,201	43,693,150	34,957,245	1,398,290	29,119,385	4,439,570
Shortage	70,573,041	4,072,457	8,650,408	57,850,176	5,860,501	513,402	17,492,913	12,145,814
Overage								

Western Maryland

Freight Revenues	\$ 18,404,389				\$ 40,240,032			
Passgr. Service Train Revenues	82,166				3,669,562			
Non-Related Revenues	659,649				2,100,326			
Total Operating Revenues	\$ 19,146,204	\$ 659,649	\$ 18,404,389	\$ 82,166	\$ 46,009,920	\$ 2,100,326	\$ 40,240,032	\$ 3,669,562
Operating Ratio	64.4				75.4			
Operating Expenses—Total	\$ 12,338,781		\$ 11,751,633	\$ 587,148	\$ 34,703,784		\$ 29,386,785	\$ 5,316,999
Opr. Exps. Adjusted For Non-Related Exps.	\$ 12,338,781	\$ 369,452	\$ 11,383,373	\$ 585,956	\$ 34,703,784	\$ 1,695,836	\$ 28,070,048	\$ 4,937,900
Per Cent	100.0	3.0	92.2	4.8	100.0	4.9	80.9	14.2
Railway Tax Accruals	1,548,970		1,499,201	49,769	2,738,591		2,319,039	419,552
Hire of Equipment: Freight Cars	Cr. 182,485		Cr. 182,485		Dr. 2,215,306		Dr. 2,215,306	
—Passgr. Cars	Dr. 417		Dr. 417		Dr. 85,326		Dr. 85,326	
—Locomotives	Cr. 9,079		Cr. 9,079		Dr. 28,615		Dr. 28,615	
—Floating Equipment					Cr. 34,405		Cr. 34,405	
—Work Equipment	Cr. 7,565		Cr. 7,505	Cr. 60	Dr. 13,379		Dr. 13,379	
Joint Facility Rents—Net	Dr. 150,757		Dr. 148,143	Dr. 2,614	Dr. 1,707,608		Dr. 1,300,773	Dr. 406,835
Total Expenses	\$ 13,839,796	\$ 369,452	\$ 12,831,648	\$ 638,696	\$ 41,458,564	\$ 1,695,836	\$ 33,907,448	\$ 5,855,280
Net Railway Operating Income	\$ 5,306,408	\$ 290,197	\$ 5,572,741	Def. 556,530	\$ 4,551,356	\$ 404,490	\$ 6,332,584	Def. 2,185,718
Property Invest. (Incl. Cash, Material and Supplies)	\$ 174,722,515	\$ 5,241,675	\$ 161,094,159	\$ 8,386,681	\$ 307,368,743	\$ 15,061,068	\$ 248,661,313	\$ 43,646,362
5½% Return on Investment	10,046,545	301,396	9,262,915	482,234	17,673,703	866,011	14,298,026	2,509,666
Shortage	4,740,137	11,199	3,690,174	1,038,764	13,122,347	461,521	7,965,442	4,695,384
Overage								

Wheeling & Lake Erie

Freight Revenues	\$ 16,120,953				\$ 3,989,028			
Passgr. Service Train Revenues					725			
Non-Related Revenues	876,613				68,220			
Total Operating Revenues	\$ 16,997,566	\$ 876,613	\$ 16,120,950		\$ 4,057,973	\$ 68,220	\$ 3,989,028	\$ 725
Operating Ratio	66.5				75.9			
Operating Expenses—Total	\$ 11,304,166		\$ 11,304,166		\$ 3,079,275		\$ 3,077,806	\$ 1,469
Opr. Exps. Adjusted For Non-Related Exps.	\$ 11,304,166	\$ 582,948	\$ 10,721,218		\$ 3,079,275	\$ 50,664	\$ 3,027,152	\$ 1,459
Per Cent	100.0	5.2	94.8		100.0	1.6	98.35	.05
Railway Tax Accruals	2,472,668		2,472,668		302,311		302,311	
Hire of Equipment: Freight Cars	Cr. 1,045,391		Cr. 1,045,391		Cr. 152,363		Cr. 152,363	

Chesapeake & Ohio

	Total	Non-Related	Freight	Passenger	Total	Non-Related	Freight	Passenger
Freight Revenues	\$ 363,225,857				\$ 124,491,291			
Passgr. Service Train Revenues	92,153,432				3,368,571			
Non-Related Revenues	21,047,243				4,860,310			
Total Operating Revenues	\$ 476,426,532	\$ 21,047,243	\$ 363,225,857	\$ 92,153,432	\$ 132,720,172	\$ 4,860,310	\$ 124,491,291	\$ 3,368,571
Operating Ratio	70.9				55.8			
Operating Expenses—Total	\$ 337,837,563		\$ 235,042,178	\$ 102,795,385	\$ 74,088,009		\$ 64,208,617	\$ 9,879,392
Opr. Exps. Adjusted for Non-Related Exps.	\$ 337,837,563	\$ 17,132,780	\$ 226,235,109	\$ 94,469,674	\$ 74,088,009	\$ 2,948,618	\$ 61,689,953	\$ 9,449,438
Per Cent	100.0	5.1	67.0	27.9	100.0	4.0	83.3	12.7
Railway Tax Accruals	43,781,683		33,316,955	10,464,728	18,241,188		17,042,340	1,198,846
Hire of Equipment: Freight Cars	Dr. 5,956,145		Dr. 5,956,145		Cr. 1,483,521		Cr. 1,483,521	
—Passgr. Cars	Cr. 26,813			Cr. 26,813	Dr. 109,190		Dr. 109,190	
—Locomotives	Dr. 39,350		Dr. 151,914	Cr. 112,564	Cr. 51,834		Cr. 51,834	
—Floating Equipment	Dr. 539,106		Dr. 559,989	Cr. 20,883	Dr. 3,956		Dr. 3,956	
—Work Equipment	Dr. 9,684		Dr. 6,535	Dr. 3,149	Cr. 30,064		Cr. 30,064	
Joint Facility Rents—Net	Dr. 2,256,584		Dr. 723,417	Dr. 1,533,167	Dr. 1,025,502		Dr. 707,417	Dr. 318,085
Total Expenses	\$ 390,393,302	\$ 17,132,780	\$ 266,950,064	\$ 106,310,458	\$ 91,902,426	\$ 2,948,618	\$ 77,878,993	\$ 11,074,815
Net Railway Operating Income	\$ 86,033,230	\$ 3,914,463	\$ 96,275,793	Def. 14,157,026	\$ 40,817,746	\$ 1,911,692	\$ 46,612,298	Def. \$7,706,244
Property Invest. (Incl. Cash, Material and Supplies)	\$2,723,587,315	\$ 138,902,953	\$1,824,802,501	\$ 579,880,861	\$ 607,952,091	\$ 24,318,084	\$ 506,424,092	\$ 77,209,915
5½% Return on Investment	156,606,271	7,986,920	104,926,201	43,693,150	34,957,245	1,398,290	29,119,385	4,439,570
Shortage	70,573,041	4,072,457	8,650,408	57,850,176	5,860,501	513,402	17,492,913	12,145,814
Overage								

Western Maryland

Freight Revenues	\$ 18,404,389				\$ 40,240,032			
Passgr. Service Train Revenues	82,166				3,669,562			
Non-Related Revenues	659,649				2,100,326			
Total Operating Revenues	\$ 19,146,204	\$ 659,649	\$ 18,404,389	\$ 82,166	\$ 46,009,920	\$ 2,100,326	\$ 40,240,032	\$ 3,669,562
Operating Ratio	64.4				75.4			
Operating Expenses—Total	\$ 12,338,781		\$ 11,751,633	\$ 587,148	\$ 34,703,784		\$ 29,386,785	\$ 5,316,999
Opr. Exps. Adjusted For Non-Related Exps.	\$ 12,338,781	\$ 369,452	\$ 11,383,373	\$ 585,956	\$ 34,703,784	\$ 1,695,836	\$ 28,070,048	\$ 4,937,900
Per Cent	100.0	3.0	92.2	4.8	100.0	4.9	80.9	14.2
Railway Tax Accruals	1,548,970		1,499,201	49,769	2,738,591		2,319,039	419,552
Hire of Equipment: Freight Cars	Cr. 182,485		Cr. 182,485		Dr. 2,215,306		Dr. 2,215,306	
—Passgr. Cars	Dr. 417		Dr. 417		Dr. 85,326		Dr. 85,326	
—Locomotives	Cr. 9,079		Cr. 9,079		Dr. 28,615		Dr. 28,615	
—Floating Equipment					Cr. 34,405		Cr. 34,405	
—Work Equipment	Cr. 7,565		Cr. 7,505	Cr. 60	Dr. 13,379		Dr. 13,379	
Joint Facility Rents—Net	Dr. 150,757		Dr. 148,143	Dr. 2,614	Dr. 1,707,608		Dr. 1,300,773	Dr. 406,835
Total Expenses	\$ 13,839,796	\$ 369,452	\$ 12,831,648	\$ 638,696	\$ 41,458,564	\$ 1,695,836	\$ 33,907,448	\$ 5,855,280
Net Railway Operating Income	\$ 5,306,408	\$ 290,197	\$ 5,572,741	Def. 556,530	\$ 4,551,356	\$ 404,490	\$ 6,332,584	Def. 2,185,718
Property Invest. (Incl. Cash, Material and Supplies)	\$ 174,722,515	\$ 5,241,675	\$ 161,094,159	\$ 8,386,681	\$ 307,368,743	\$ 15,061,068	\$ 248,661,313	\$ 43,646,362
5½% Return on Investment	10,046,545	301,396	9,262,915	482,234	17,673,703	866,011	14,298,026	2,509,666
Shortage	4,740,137	11,199	3,690,174	1,038,764	13,122,347	461,521	7,965,442	4,695,384
Overage								

Wheeling & Lake Erie

Freight Revenues	\$ 16,120,953				\$ 3,989,028			
Passgr. Service Train Revenues					725			
Non-Related Revenues	876,613				68,220			
Total Operating Revenues	\$ 16,997,566	\$ 876,613	\$ 16,120,950		\$ 4,057,973	\$ 68,220	\$ 3,989,028	\$ 725
Operating Ratio	66.5				75.9			
Operating Expenses—Total	\$ 11,304,166		\$ 11,304,166		\$ 3,079,275		\$ 3,077,806	\$ 1,469
Opr. Exps. Adjusted For Non-Related Exps.	\$ 11,304,166	\$ 582,948	\$ 10,721,218		\$ 3,079,275	\$ 50,664	\$ 3,027,152	\$ 1,459
Per Cent	100.0	5.2	94.8		100.0	1.6	98.35	.05
Railway Tax Accruals	2,472,668		2,472,668		302,311		302,311	
Hire of Equipment: Freight Cars	Cr. 1,045,391		Cr. 1,045,391		Cr. 152,363		Cr. 152,363	

Pittsburgh & West Virginia

Overage.....

Freight Revenues.....	\$ 16,120,953	Wheeling & Lake Erie			\$ 3,989,028	Pittsburgh & West Virginia	
Passgr. Service Train Revenues.....	-				725		
Non-Related Revenues.....	876,613				68,220		
Total Operating Revenues.....	\$ 16,997,566	\$ 876,613	\$ 16,120,950	-	\$ 4,057,973	\$ 68,220	\$ 3,989
Operating Ratio.....	66.5				75.9		
Operating Expenses—Total.....	\$ 11,304,166		\$ 11,304,166		\$ 3,079,275		\$ 3,077
Opr. Exps. Adjusted For Non-Related Exps.....	\$ 11,304,166	\$ 582,948	\$ 10,721,218	-	\$ 3,079,275	\$ 50,664	\$ 3,027
Per Cent.....	100.0	5.2	94.8	-	100.0	1.6	98.1
Railway Tax Accruals.....	2,472,668		2,472,668	-	302,311		302
Hire of Equipment: Freight Cars.....	Cr. 1,045,391		Cr. 1,045,391		Cr. 152,363		Cr. 152
—Passgr. Cars.....	-				-		
—Locomotives.....	Cr. 32,399		Cr. 32,399		Dr. 22,343		Dr. 22
—Floating Equipment.....	-				-		
—Work Equipment.....	Cr. 2,965		Cr. 2,965		Dr. 182		Dr. 25
Joint Facility—Rents.....	Cr. 43,246		Cr. 43,246	-	Dr. 25,838		Dr. 25
Total Expenses.....	\$ 12,652,833	\$ 582,948	\$ 12,069,885	-	\$ 3,277,586	\$ 50,664	\$ 3,225
Per Cent.....	-			-	-		
Net Railway Operating Income.....	\$ 4,344,733	\$ 293,665	\$ 4,051,068	-	\$ 780,387	\$ 17,556	\$ 763
Property Invst. (Incl. Cash, Material and Supplies).....	\$ 100,948,724	\$ 5,249,334	\$ 95,699,390	-	\$ 57,426,997	\$ 918,832	\$ 56,479
5¾% Return on Investment.....	5,804,552	301,837	5,502,715	-	3,302,052	52,833	3,247
Shortage.....	1,459,819	8,172	1,451,647	-	2,521,665	35,277	2,484
Overage.....	-	-	-	-	-	-	-
Freight Revenues.....	\$ 158,005,441	Baltimore & Ohio			\$ 57,758,198	Reading Company	
Passgr. Service Train Revenues.....	16,020,874				4,095,013		
Non-Related Revenues.....	5,149,150				1,904,470		
Total Operating Revenues.....	\$ 179,175,465	\$ 5,149,150	\$ 150,005,441	\$ 16,020,874	\$ 63,757,681	\$ 1,904,470	\$ 57,758
Operating Ratio.....	74.1				69.1		
Operating Expenses—Total.....	\$ 132,600,799		\$ 105,139,150	\$ 27,461,649	\$ 44,031,224		\$ 35,978
Opr. Exps. Adjusted For Non-Related Exps.....	\$ 132,600,799	\$ 4,630,348	\$ 102,192,156	\$ 25,778,295	\$ 44,031,224	\$ 1,338,100	\$ 34,796
Per Cent.....	100.0	3.5	77.1	19.4	100.0	3.0	79.1
Railway Tax Accruals.....	11,645,695		9,318,246	2,327,449	5,538,390		4,832
Hire of Equipment: Freight Cars.....	Dr. 2,545,947		Dr. 2,545,947		Dr. 779,736		Dr. 779
—Passgr. Cars.....	Dr. 122,854			Dr. 122,854	Cr. 73,584		
—Locomotives.....	Cr. 8,926		Cr. 18,862	Dr. 9,936	Dr. 3		Dr. 9
—Floating Equipment.....	Dr. 124		Dr. 124		Dr. 80,458		Dr. 80
—Work Equipment.....	Cr. 15,540		Cr. 13,088	Cr. 2,452	Cr. 1,713		Cr. 1
Joint Facility Rents—Net.....	Dr. 1,666,001		Dr. 454,018	Dr. 1,211,983	Cr. 40,028		Dr. 181
Total Expenses.....	\$ 148,556,954	\$ 4,630,348	\$ 114,478,541	\$ 29,448,065	\$ 50,314,486	\$ 1,338,100	\$ 40,678
Net Railway Operating Income.....	\$ 30,618,511	\$ 518,802	\$ 43,526,900	Def 13,427,191	\$ 13,443,195	\$ 566,370	\$ 17,079
Property Invst. (Incl. Cash, Material and Supplies).....	\$1,025,132,268	\$ 35,879,629	\$ 790,376,979	\$ 198,875,660	\$ 449,894,451	\$ 13,496,833	\$ 355,866
5¾% Return on Investment.....	58,945,105	2,063,079	45,446,676	11,435,350	25,868,931	776,068	20,462
Shortage.....	28,326,594	1,544,277	1,919,776	24,862,541	12,425,736	209,698	3,382
Overage.....	-	-	-	-	-	-	-

RAILROAD BASIC DATA AND MANNER IN WHICH USED—YEAR 1940

PITTSBURGH & LAKE ERIE R.R.

	Total	Non-Related	Freight	Passenger		Total	Revenue	Non-Revenue
Revenues	\$ 22,803,883	\$	\$	\$	Loaded Freight Car Miles	39,237,873	38,413,623	824,250
	615,874				Empty Freight Car Miles	25,512,183	24,893,995	618,188
	527,281				Total Freight Car Miles	64,750,056	63,307,618	1,442,438
					Per Cent.	100.0	97.8	2.2
	\$ 23,947,038	\$ 527,281	\$ 22,803,883	\$ 615,874	Caboose Car Miles	976,717	955,229	21,488
	76.1				Total Car Miles	65,726,773	64,262,847	1,463,926
	\$ 18,231,615	\$	\$ 16,115,445	\$ 2,116,170	Revenue Tons Carried	32,977,150		
Non-Related Exps.	\$ 18,231,615	\$ 408,670	\$ 15,735,700	\$ 2,087,245	Net Ton Miles (Thous.)	1,930,803	1,897,833	32,970
					Tare Ton Miles (Thous.)	1,454,473	1,422,475	31,998
	100.0	2.2	86.3	11.5	Caboose Ton Miles—15 Tons (Thous.)	14,651	14,329	322
	3,084,989		2,915,072	169,917	Total Gross Ton Miles (Excl. Locos. and Tenders) (Thous.)	3,399,927	3,334,637	65,290
ght Cars	Cr. 2,663,944		Cr. 2,663,944	Cr. 65,361	Average Haul		57.6	
gr Cars	Cr. 65,361		Cr. 165,391	Cr. 20,012				
omotives	Cr. 185,403							
ting Equipment			Cr. 4,089	Dr. 413				
k Equipment	Cr. 3,676		Cr. 68,600	Dr. 25,893				
et	Cr. 42,707							
	\$ 18,355,513	\$ 408,670	\$ 15,748,748	\$ 2,198,095				
Income	\$ 5,591,525	\$ 118,611	\$ 7,055,135	Def. 1,582,221				
Cash, Material and Sup-	\$ 129,201,796	\$ 2,842,440	\$ 111,501,150	\$ 14,858,206				
ment	7,429,103	163,440	6,411,316	854,347				
	1,837,578	44,829	—	2,436,568				
			643,819					

Selected Yd. & Sta. Exps. (Yd. Prop. Accts. 202-222, Ex. Depr., 227, 373, 376-391, Yd. Prop. 308)-Frt.	\$ 4,697,295
Selected Road Frt. Exps. (Rd. Prop. Accts. 202-222, Ex. Depr., 392-402, 412-413, Rd. Prop. 308)	\$ 3,734,271
Adjustment For Train Switching:	
(a) Yard Exps.-Frt. (Yd. Prop. 308; 378-389)	\$ 3,404,394
(b) Yd. Switching Loco. Miles-Frt.	2,852,178
(c) Exps. Per Loco. Miles (a÷b)	\$ 1.194
(d) Train Switching Loco. Miles-Frt.	107,784
(e) Train Switching Exps. Adjusted (d×c)	\$ 128,694
Adj. For Intermediate Classification:	
(a) Yd. Frt. Exps. (Yd. Prop. 202-222, Ex. Depr., 377-389; Yd. Prop. 308)	\$ 4,168,138
(b) Carload Units (Sch. 540AR Cols. b+d)+b+f)+70% f+h)+dth)+LCL)	1,164,390
(c) Exps. Per Carload Unit (a÷b)	\$ 3.581
(d) 0.17 Times Carload Unit Exps. (0.17×c)	\$.609
(e) Average Haul—Revenue Freight	57.6
(f) Average Haul Bet. Intermediate Yardings	71.9
(g) Number Intermediate Yardings	—
(h) Classification Exps. Adjusted	\$ 98,973
Adj. Selected Yard & Sta. Exps.-Frt. (1+3(e)-4h)	\$ 4,727,016
Adj. Selected Road Exps.-Frt. (2-3e+4h)	\$ 3,704,550
Total Yard & Road Expenses (5+6)	\$ 8,431,566
Per Cent. Yard is of Tot. Exps. (5÷7)	56.1
Per Cent. Road is of Tot. Exps. (6÷7)	43.9
Total Freight Operating Expenses	\$ 15,735,700
Terminal Prop. Frt. Opr. Exps. (10×8)	\$ 8,827,727
L.C.L. Tons	146,796
LCL Platform & Clerical Costs (12×13a)	\$ 234,874
(a) LCL Plat. & Clerical Cost Per Ton (FCT Mdse. Traffic Report, Exh. 112F, P. 243)	\$ 1.60

14. Term. Prop. Frt. Opr. Exps.-CL (11-13)	\$ 8,592,853
15. Carload Units (Sch. 541-AR-Excl LCL):	
(a) Originated (Cols. b and d)	320,213
(b) Terminated (Cols. b and f)	312,071
(c) Received from Connections (f+h)	331,640
(d) Delvd. to Connections (d+h)	339,752
(e) Total Carloads (15a+15b+70% (15c+15d))	1,102,237
16. Ratio to Carload Units of Total Originated and Terminated (15÷ into (15a+15b))	57.4
17. Ratio Carloads Interchanged to Total (100%—Item 16)	42.6
18. Terminal Cost Per Carload (14÷15e)×16)200%	8.95
19. Interchange Cost Per CL(70%14÷15e×17) 200%	4.65
20. Road Prop. Frt. Opr. Exps. (10×9)	\$ 6,907,972
21. Gross Ton Miles—Revenue (Thous.)	\$ 3,334,637
22. Road Cost Per 1000 Gross Ton Mi. (20÷21)	\$ 2.072
23. Investment (Incl. Cash, Matl. & Supplies) Frt. Service	\$111,501,150
24. 5¾% Return On Investment	\$ 6,411,316
25. Passenger Deficiency	\$ 2,436,568
26. Tot. Frt. Opr. Exps., Rents, 5¾% Return	\$ 22,160,064
27. Tot. Frt. Opr. Exps., Rents, 5¾% Pass. Def.	\$ 24,596,632
28. Per Cent. Item 26 of Item 10	1.408
29. Per Cent. Item 27 of Item 10	1.563
30. Term. Cost Per Car Inc. Ovhd. Ex. Pass. Def. (Item 28 18×28)	\$ 12.60
31. Term. Cost Per Car Inc. All Ovhd. (18×29)	\$ 13.99
32. Interchg. Cost Per Car, Inc. Ovhd., Except Pass. Def. (19×28)	\$ 6.55
33. Interchg. Cost Per Car, Inc. All Ovhd. (19×29)	\$ 7.27
34. Road Cost Per 1000 GTM Inc. Ovhd., Except Pass. Def. (22×28)	\$ 2.917
35. Road Cost Per 1000 GTM Inc. All Ovhd. (22×29)	\$ 3.239

EXHIBIT No. 69

Statement Showing for 33 Tons of Grain and Grain Products Moving from Western Origins to Hagerstown, Md. via Various Routes, and 1.34 Cars of Grain Products at 24.6 Tons Per Car Moved Outbound from Hagerstown to Different Destinations in the East, the Comparative Costs for Transportation over the Specified Routes. Tare Weight of Car Taken as 22 Tons. Costs Based on Annual Reports of Carriers to Interstate Commerce Commission for Year 1940.

	Route	Miles	Gross Ton Miles	Cost—Opr. Exps. Only					Cost—Opr. Exps., Rent, 5 3/4% R				
				Road	Terminal No.	Amount	Interchange No.	Amount	Total	Road	Terminal No.	Amount	Int.
A. Chicago, Ill., to Salisbury, Md.	PRR	1051	74,585	\$103.23	4.68	\$80.87	—	—	\$184.10	\$196.01	4.68	\$153.64	—
B. Chicago, Ill., to Salisbury, Md.	NYC	415	29,009	\$ 36.84	1.	\$15.91	1.	\$ 6.97	\$ 59.72	\$ 80.24	1.	\$ 34.65	1.
(NYC to Youngstown, O.	P&LE	123	8,524	17.66			2.	9.30	26.96	27.61			2.
P&LE to Connellsville, Pa.	W. Md.	246	18,568	34.05	2.34	8.00	2.34	9.83	51.88	69.24	2.34	16.26	2.34
W. Md. to York, Pa.)	PRR	174	16,147	22.35	1.34	23.16	1.34	7.11	52.62	42.43	1.34	43.99	1.34
Total		958	72,248	\$110.90		\$47.07		\$33.21	\$191.18	\$219.52		\$ 94.90	
C. Chicago, Ill., to Salisbury, Md.	Wab.	234	15,748	\$ 18.82	1.	\$11.83	1.	\$ 8.75	\$ 39.40	\$ 35.43	1.	\$ 22.30	1.
(Wab. to Toledo, O.	W&LE	184	12,475	46.74			2.	10.22	56.96	45.78			2.
W&LE to Pgh. Jet., O.	P&WVa.	112	7,750	25.47			2.	6.20	31.67	54.48			2.
P&WVa. to Connellsville, Pa.	W. Md.	253	19,649	36.04	2.34	8.00	2.34	9.83	53.87	73.27	2.34	16.26	2.34
W. Md. to Fulton Jet., Md.)	PRR	155	14,384	19.91	1.34	23.16	1.34	7.11	50.18	37.80	1.34	43.99	1.34
Total		938	70,006	\$146.98		\$42.99		\$ 42.11	\$232.08	\$246.76		\$ 52.55	
D. Chicago, Ill., to Salisbury, Md.	C&O	726	52,345	\$ 52.29	1.	\$ 10.97	1.	\$ 3.82	\$ 67.08	\$102.91	1.	\$ 21.18	1.
(C&O to Durbin, W. Va.	W. Md.	236	16,449	30.17	1.	3.42	1.	4.20	37.79	61.34	1.	6.95	1.
W. Md. to Hagerstown, Md.)	PRR	260	24,128	33.39	2.68	46.31	—	—	79.70	63.41	2.68	87.98	—
Total		1222	92,922	\$115.85		\$ 60.70		\$ 8.02	\$184.57	\$227.66		\$116.11	
E. Chicago, Ill., to Salisbury, Md.	M. Cent.	334	23,347	\$ 29.65	1.	\$ 15.91	1.	\$ 6.97	\$ 52.53	\$ 64.58	1.	\$ 34.65	1.
(Mich. Cent. to Toledo, O.	C&O	319	23,000	23.41			2.	7.63	31.04	45.22			2.
C&O to Charleston, W. Va.	B&O	181	12,435	19.95			2.	9.56	29.51	33.82			2.
B&O to Norton, W. Va.	W. Md.	280	21,531	39.49	2.34	8.00	2.34	9.83	57.32	80.29	2.34	16.26	2.34
W. Md. to Fulton Jet., Md.)	PRR	155	14,384	19.91	1.34	23.16	1.34	7.11	50.18	37.80	1.34	43.99	1.34
Total		1269	94,697	\$132.41		\$ 47.07		\$ 41.10	\$220.58	\$261.71		\$ 94.90	
F. Peoria, Ill., to Dagsboro, Del.	PRR	1206	85,327	\$117.97	4.68	\$ 80.87	—	—	\$198.84	\$224.24	4.68	\$153.64	—
G. Peoria, Ill., to Dagsboro, Del.	NYC	588	41,101	\$ 52.20	1.	\$15.91	1.	\$ 6.97	75.08	\$113.69	1.	\$ 34.65	1.
(NYC to Youngstown, O. via Cleveland	P&LE	123	8,524	17.66			2.	9.30	26.96	27.61			2.
P&LE to Connellsville, Pa.	W. Md.	253	19,649	36.04	2.34	8.00	2.34	9.83	53.87	73.27	2.34	16.26	2.34
W. Md. to Fulton Jet., Md.)	PRR	156	14,384	19.91	1.34	23.16	1.34	7.11	50.18	37.80	1.34	43.99	1.34
Total		1120	83,658	\$125.81		\$ 47.07		\$ 33.21	\$206.09	\$252.37		\$ 94.90	
H. Peoria, Ill., to Dagsboro, Del.	PRR	246	17,048	\$ 23.59	1.	\$ 17.28	1.	\$ 5.31	\$ 46.18	\$ 44.80	1.	\$ 32.83	1.
(PRR to Indianapolis, Ind.	NYC	110	7,689	9.77			2.	13.94	23.71	21.27			2.
NYC to Cincinnati, O.	C&O	440	31,724	32.30			2.	7.63	39.93	62.37			2.
C&O to Durbin, W. Va.	W. Md.	313	23,238	42.62	2.34	8.00	2.34	9.83	60.45	86.65	2.34	16.26	2.34
W. Md. to York, Pa.)	PRR	172	15,962	22.09	1.34	23.16	1.34	7.11	52.36	41.95	1.34	43.99	1.34
Total		1281	95,661	\$130.37		\$ 48.44		\$ 43.82	\$222.63	\$257.04		\$ 93.08	
I. Peoria, Ill., to Dagsboro, Del.	PRR	246	17,048	\$ 23.59	1.	\$ 17.28	1.	\$ 5.31	\$ 46.18	\$ 44.80	1.	\$ 32.83	1.
(PRR to Indianapolis, Ind.	NYC	185	12,932	16.42			2.	13.94	30.36	35.77			2.
NYC to Columbus, O.	B&O	383	26,312	42.20			2.	9.56	51.76	71.57			2.
B&O to Cherry Run, W. Va.	W. Md.	19	1,324	2.43	1.	3.42	1.	4.20	10.05	4.94	1.	6.95	1.
W. Md. to Hagerstown, Md.)	PRR	258	23,942	33.14	2.68	46.31	—	—	79.45	62.92	2.68	87.98	—
Total		1091	81,558	\$117.78		\$ 67.01		\$ 33.01	\$217.80	\$220.00		\$127.76	

Statement Showing
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EXHIBIT No. 69

for 33 Tons of Grain and Grain Products Moving from Western Origins to Hagerstown, Md. via Various Routes, and 1.34 Cars of Grain Products
 ar Moved Outbound from Hagerstown to Different Destinations in the East, the Comparative Costs for Transportation over the Specified Routes.
 r Taken as 22 Tons. Costs Based on Annual Reports of Carriers to Interstate Commerce Commission for Year 1940.

Route PRR	Miles 1051	Gross Ton Miles 74,585	Cost—Opr. Exps. Only						Cost—Opr. Exps., Rent, 5¾% Return and Pass. Defcy.					
			Road	No.	Terminal Amount	No.	Interchange Amount	Total	Road	No.	Terminal Amount	No.	Interchange Amount	Total
			\$103.23	4.68	\$80.87	—	—	\$184.10	\$196.01	4.68	\$153.64	—	—	\$349.65
NYC	415	29,009	\$ 36.84	1.	\$15.91	1.	\$ 6.97	\$ 59.72	\$ 80.24	1.	\$ 34.65	1.	\$15.18	\$130.07
P&LE	123	8,524	17.66			2.	9.30	26.96	27.61			2.	14.54	42.15
W. Md.	246	18,568	34.05	2.34	8.00	2.34	9.83	51.88	69.24	2.34	16.26	2.34	19.98	105.48
PRR	174	16,147	22.35	1.34	23.16	1.34	7.11	52.62	42.43	1.34	43.99	1.34	13.52	99.94
Total	958	72,248	\$110.90		\$47.07		\$33.21	\$191.18	\$219.52		\$ 94.90		\$63.22	\$377.64
Wab.	234	15,748	\$ 18.82	1.	\$11.83	1.	\$ 8.75	\$ 39.40	\$ 35.43	1.	\$ 22.30	1.	\$ 16.49	\$ 74.22
W&LE	184	12,475	46.74			2.	10.22	56.96	45.78			2.	16.76	62.54
P&WVa.	112	7,750	25.47			2.	6.20	31.67	54.48			2.	13.26	67.74
W. Md.	253	19,649	36.04	2.34	8.00	2.34	9.83	53.87	73.27	2.34	16.26	2.34	19.98	109.51
PRR	155	14,384	19.91	1.34	23.16	1.34	7.11	50.18	37.80	1.34	43.99	1.34	13.52	95.31
Total	938	70,006	\$146.98		\$42.99		\$ 42.11	\$232.08	\$246.76		\$ 82.55		\$ 80.01	\$409.32
C&O	726	52,345	\$ 52.29	1.	\$ 10.97	1.	\$ 3.82	\$ 67.08	\$102.91	1.	\$ 21.18	1.	\$ 7.37	\$131.46
W. Md.	236	16,449	30.17	1.	3.42	1.	4.20	37.79	61.34	1.	6.95	1.	8.54	76.83
PRR	260	24,128	33.39	2.68	46.31	—	—	79.70	63.41	2.68	87.98	—	—	151.39
Total	1222	92,922	\$115.85		\$ 60.70		\$ 8.02	\$184.57	\$227.66		\$116.11		\$ 15.91	\$359.68
M. Cent.	334	23,347	\$ 29.65	1.	\$ 15.91	1.	\$ 6.97	\$ 52.53	\$ 64.58	1.	\$ 34.65	1.	\$ 15.18	\$114.41
C&O	319	23,000	23.41			2.	7.63	31.04	45.22			2.	14.73	59.95
B&O	181	12,435	19.95			2.	9.56	29.51	33.82			2.	16.22	50.04
W. Md.	280	21,531	39.49	2.34	8.00	2.34	9.83	57.32	80.29	2.34	16.26	2.34	19.98	116.53
PRR	155	14,384	19.91	1.34	23.16	1.34	7.11	50.18	37.80	1.34	43.99	1.34	13.52	95.31
Total	1269	94,697	\$132.41		\$ 47.07		\$ 41.10	\$220.58	\$261.71		\$ 94.90		\$ 79.63	\$436.24
PRR	1206	85,327	\$117.97	4.68	\$ 80.87	—	—	\$198.84	\$224.24	4.68	\$153.64	—	—	\$377.88
NYC	588	41,101	\$ 52.20	1.	\$15.91	1.	\$ 6.97	75.08	\$113.69	1.	\$ 34.65	1.	\$ 15.18	\$163.52
P&LE	123	8,524	17.66			2.	9.30	26.96	27.61			2.	14.54	42.15
W. Md.	253	19,649	36.04	2.34	8.00	2.34	9.83	53.87	73.27	2.34	16.26	2.34	19.98	109.51
PRR	156	14,384	19.91	1.34	23.16	1.34	7.11	50.18	37.80	1.34	43.99	1.34	13.52	95.31
Total	1120	83,658	\$125.81		\$ 47.07		\$ 33.21	\$206.09	\$252.37		\$ 94.90		\$ 63.22	\$410.49
PRR	246	17,048	\$ 23.59	1.	\$ 17.28	1.	\$ 5.31	\$ 46.18	\$ 44.80	1.	\$ 32.83	1.	\$ 10.09	\$ 87.72
NYC	110	7,689	9.77			2.	13.94	23.71	21.27			2.	30.36	51.63
C&O	440	31,724	32.30			2.	7.63	39.93	62.37			2.	14.73	77.10
W. Md.	313	23,238	42.62	2.34	8.00	2.34	9.83	60.45	86.65	2.34	16.26	2.34	19.98	122.89
PRR	172	15,962	22.09	1.34	23.16	1.34	7.11	52.36	41.95	1.34	43.99	1.34	13.52	99.46
Total	1281	95,661	\$130.37		\$ 48.44		\$ 43.82	\$222.63	\$257.04		\$ 93.08		\$ 88.68	\$438.80
PRR	246	17,048	\$ 23.59	1.	\$ 17.28	1.	\$ 5.31	\$ 46.18	\$ 44.80	1.	\$ 32.83	1.	\$ 10.09	\$ 87.27
NYC	185	12,932	16.42			2.	13.94	30.36	35.77			2.	30.36	66.13
B&O	383	26,312	42.20			2.	9.56	51.76	71.57			2.	16.22	87.79
W. Md.	19	1,324	2.43	1.	3.42	1.	4.20	10.05	4.94	1.	6.95	1.	8.54	20.43
PRR	258	23,942	33.14	2.68	46.31	—	—	79.45	62.92	2.68	87.98	—	—	150.90
Total	1091	81,558	\$117.78		\$ 67.01		\$ 33.01	\$217.80	\$220.00		\$127.76		\$ 65.21	\$412.97

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Statement Showing for 33 Tons of Grain and Grain Products Moving from Western Origins to Hagerstown, Md., via Various Routes, and 1.34 Cars of Grain Products at 24.6 Tons Per Car Moved Outbound from Hagerstown to Different Destinations in the East, the Comparative Costs for Transportation over the Specified Routes. Tare Weight of Car Taken as 22 Tons. Costs Based on Annual Reports of Carriers to Interstate Commerce Commission for Year 1940.

	Route	Miles	Gross Ton Miles	Cost—Opr. Exprs. Only					Cost—Opr. Exprs., Rents, 5¼% Return and Pass. D					Total	
				Road	Terminal		Interchange	Amount	No.	Terminal		Interchange	Amount		No.
					No.	Amount				No.	Amount				
J. E. St. Louis, Ill., to Milford, N. J.	PRR	1176	83,248	\$115.22	4.68	\$ 80.87	—	—	\$196.09	\$218.78	4.68	\$153.64	—	—	\$372.47
K. E. St. Louis, Ill., to Milford, N. J.	NYC	628	43,897	55.75	1.	15.91	1.	\$ 6.97	\$ 78.63	\$121.42	1.	\$ 34.65	1.	\$ 15.18	\$177.23
(NYC to Youngstown, O. via Cleveland	P&LE	123	8,524	17.66	—	—	2.	9.30	26.96	27.61	—	—	2.	14.54	6
P&LE to Connellsville, Pa.	W. Md.	253	19,649	35.94	2.34	8.00	2.34	9.83	53.77	73.27	2.34	16.26	2.34	19.98	10
W. Md. to Fulton Jet., Md.)	PRR	167	15,498	21.45	1.34	23.16	1.34	7.11	51.72	40.73	1.34	43.99	1.34	13.52	9
Total		1171	87,568	\$130.80		\$ 47.97		\$ 33.21	\$211.08	\$263.03		\$ 94.90		\$ 63.22	\$424.33
L. E. St. Louis, Ill., to Milford, N. J.	Wab.	437	29,410	\$ 35.14	1.	\$ 11.83	1.	\$ 8.75	\$ 55.72	\$ 66.17	1.	\$ 22.30	1.	\$ 16.49	\$101.91
(Wab. to Toledo, O.	W&LE	184	12,475	27.92	—	—	2.	10.22	38.14	45.78	—	—	2.	16.76	6
W&LE to Pgh. Jet., O.	P&WVa.	112	7,750	25.47	—	—	2.	6.20	31.67	54.48	—	—	2.	13.26	6
P&WVa. to Connellsville, Pa.	W. Md.	246	18,568	34.05	2.34	8.00	2.34	9.83	51.88	69.24	2.34	16.26	2.34	19.98	10
W. Md. to York, Pa.)	PRR	153	14,198	19.65	1.34	23.16	1.34	7.11	49.92	37.31	1.34	43.99	1.34	13.52	9
Total		1132	82,401	\$142.23		\$ 42.99		\$ 42.11	\$227.33	\$272.98		\$ 82.55		\$ 80.01	\$439.94
M. E. St. Louis, Ill., to Milford, N. J.	B&O	335	23,015	\$ 36.92	1.	\$ 13.13	1.	\$ 4.78	\$ 54.83	\$ 62.60	1.	\$ 22.27	1.	\$ 8.11	\$ 99.54
(B&O to Cincinnati, O.	C&O	441	31,796	32.37	—	—	2.	7.64	40.01	62.51	—	—	2.	14.73	7
C&O to Durbin, W. Va.	W. Md.	236	16,449	30.17	1.	3.42	1.	4.20	37.79	61.34	1.	6.95	1.	8.54	7
W. Md. to Hagerstown, Md.)	PRR	237	21,994	30.44	2.68	46.31	—	—	76.75	57.80	2.68	87.98	—	—	14
Total		1249	93,254	\$129.90		\$ 62.86		\$ 16.62	\$209.38	\$244.25		\$117.20		\$ 31.38	\$390.73
N. Decatur, Ill., to Chatham, Pa.	PRR	1018	72,299	\$100.06	4.68	\$ 80.87	—	—	\$180.93	\$190.00	4.68	\$153.64	—	—	\$344.53
O. Decatur, Ill., to Chatham, Pa.	Wab.	324	21,805	\$ 26.06	1.	\$ 11.83	1.	\$ 8.75	\$ 46.64	\$ 49.06	1.	\$ 22.30	1.	\$ 16.49	\$ 88.15
(Wab. to Toledo, O.	W&LE	184	12,475	27.92	—	—	2.	10.22	38.14	45.78	—	—	2.	16.76	6
W&LE to Pgh. Jet., O.	P&WVa.	112	7,750	25.47	—	—	2.	6.20	31.67	54.48	—	—	2.	13.26	6
P&WVa. to Connellsville, Pa.	W. Md.	246	18,568	34.05	2.34	8.00	2.34	9.83	51.88	69.24	2.34	16.26	2.34	19.98	10
W. Md. to York, Pa.)	PRR	66	6,125	8.48	1.34	23.16	1.34	7.11	38.75	16.10	1.34	43.99	1.34	13.52	7
Total		932	66,723	\$121.98		\$ 42.99		\$ 42.11	\$207.08	\$234.66		\$ 82.55		\$ 80.01	\$399.69
P. Decatur, Ill., to Chatham, Pa.	B&O	712	48,914	\$ 78.46	1.	\$ 13.13	1.	\$ 4.78	\$ 96.37	\$133.05	1.	\$ 22.27	1.	\$ 8.11	\$161.53
(B&O to Cherry Run, W. Va.	W. Md.	19	1,324	2.43	1.	3.42	1.	4.20	10.05	4.94	1.	6.95	1.	8.54	2
W. Md. to Hagerstown, Md.)	PRR	150	13,920	19.27	2.68	46.31	—	—	65.58	36.58	2.68	87.98	—	—	12
Total		881	64,158	\$100.16		\$ 62.86		\$ 8.98	\$172.00	\$174.57		\$117.20		\$ 16.65	\$306.73
Q. Decatur, Ill., to Chatham, Pa.	PRR	167	11,573	\$ 16.02	1.	\$ 17.28	1.	\$ 5.31	\$ 38.61	\$ 30.41	1.	\$ 32.83	1.	\$ 10.09	\$ 79.50
(PRR to Indianapolis, Ind.	NYC	185	12,932	16.42	—	—	2.	13.94	30.36	35.77	—	—	2.	30.36	6
NYC to Columbus, O.	B&O	383	26,312	42.20	—	—	2.	9.56	51.76	71.57	—	—	2.	16.22	8
B&O to Cherry Run, W. Va.	W. Md.	103	9,194	16.86	2.34	8.00	2.34	9.83	34.69	34.28	2.34	16.26	2.34	19.98	7
W. Md. to Fulton Jet., Md.)	PRR	75	6,960	9.63	1.34	23.16	1.34	7.11	39.90	18.29	1.34	43.99	1.34	13.52	7
Total		913	66,971	\$101.13		\$ 48.44		\$ 45.75	\$195.32	\$190.32		\$ 93.08		\$ 90.17	\$375.51

Statement Showing for 33 Tons of Grain and Grain Products Moving from Western Origins to Hagerstown, Md., via Various Routes, and 1.34 Cars of Grain Products at 24.6 Tons Per Car Moved Outbound from Hagerstown to Different Destinations in the East, the Comparative Costs for Transportation over the Specified Routes. Tare Weight of Car Taken as 22 Tons. Costs Based on Annual Reports of Carriers to Interstate Commerce Commission for Year 1940.

Cost—Opr. Exprs. Only										Cost—Opr. Exprs., Rents, 5¼% Return and Pass. Defcy.					
Route	Miles	Gross Ton Miles	Road	Terminal		Interchange		Total	Road	No.	Terminal Amount	Interchange		Total	
				No.	Amount	No.	Amount					No.	Amount		
o Milford, N. J.	PRR	1176	83,248	\$115.22	4.68	\$ 80.87	—	—	\$196.09	\$218.78	4.68	\$153.64	—	—	\$372.42
o Milford, N. J.	NYC	628	43,897	55.75	1.	15.91	1.	\$ 6.97	\$ 78.63	\$121.42	1.	\$ 34.65	1.	\$ 15.18	\$171.25
wn, O. via Cleveland	P&LE	123	8,524	17.66	—	—	2.	9.30	26.96	27.61	—	—	2.	14.54	42.15
ville, Pa.	W. Md.	253	19,649	35.94	2.34	8.00	2.34	9.83	53.77	73.27	2.34	16.26	2.34	19.98	109.51
Jet., Md.)	PRR	167	15,498	21.45	1.34	23.16	1.34	7.11	51.72	40.73	1.34	43.99	1.34	13.52	98.24
Total		1171	87,568	\$130.80		\$ 47.07		\$ 33.21	\$211.08	\$263.03		\$ 94.90		\$ 63.22	\$421.15
o Milford, N. J.	Wab.	437	29,410	\$ 35.14	1.	\$ 11.83	1.	\$ 8.75	\$ 55.72	\$ 66.17	1.	\$ 22.30	1.	\$ 16.49	\$104.96
o, O.	W&LE	184	12,475	27.92	—	—	2.	10.22	38.14	45.78	—	—	2.	16.76	62.54
ellsville, Pa.	P&WVa.	112	7,750	25.47	—	—	2.	6.20	31.67	54.48	—	—	2.	13.26	67.74
Pa.)	W. Md.	246	18,568	34.05	2.34	8.00	2.34	9.83	51.88	69.24	2.34	16.26	2.34	19.98	105.48
	PRR	153	14,198	19.65	1.34	23.16	1.34	7.11	49.92	37.31	1.34	43.99	1.34	13.52	94.82
Total		1132	82,401	\$142.23		\$ 42.99		\$ 42.11	\$227.33	\$272.98		\$ 82.55		\$ 80.01	\$435.54
o Milford, N. J.	B&O	335	23,015	\$ 36.92	1.	\$ 13.13	1.	\$ 4.78	\$ 54.83	\$ 62.60	1.	\$ 22.27	1.	\$ 8.11	\$ 92.98
i, O.	C&O	441	31,796	32.37	—	—	2.	7.64	40.01	62.51	—	—	2.	14.73	77.24
V. Va.	W. Md.	236	16,449	30.17	1.	3.42	1.	4.20	37.79	61.34	1.	6.95	1.	8.54	76.83
stown, Md.)	PRR	237	21,994	30.44	2.68	46.31	—	—	76.75	57.80	2.68	87.98	—	—	145.78
Total		1249	93,254	\$129.90		\$ 62.86		\$ 16.62	\$209.38	\$244.25		\$117.20		\$ 31.38	\$392.83

hatham, Pa.	PRR	1018	72,299	\$100.06	4.68	\$ 80.87	—	—	\$180.93	\$190.00	4.68	\$153.64	—	—	\$343.64
hatham, Pa.	Wab.	324	21,805	\$ 26.06	1.	\$ 11.83	1.	\$ 8.75	\$ 46.64	\$ 49.06	1.	\$ 22.30	1.	\$ 16.49	\$ 87.85
o, O.	W&LE	184	12,475	27.92	—	—	2.	10.22	38.14	45.78	—	—	2.	16.76	62.54
ellsville, Pa.	P&WVa.	112	7,750	25.47	—	—	2.	6.20	31.67	54.48	—	—	2.	13.26	67.74
Pa.)	W. Md.	246	18,568	34.05	2.34	8.00	2.34	9.83	51.88	69.24	2.34	16.26	2.34	19.98	105.48
	PRR	66	6,125	8.48	1.34	23.16	1.34	7.11	38.75	16.10	1.34	43.99	1.34	13.52	73.61
Total		932	66,723	\$121.98		\$ 42.99		\$ 42.11	\$207.08	\$234.66		\$ 82.55		\$ 80.01	\$397.22
hatham, Pa.	B&O	712	48,914	\$ 78.46	1.	\$ 13.13	1.	\$ 4.78	\$ 96.37	\$133.05	1.	\$ 22.27	1.	\$ 8.11	\$163.43
un, W. Va.	W. Md.	19	1,324	2.43	1.	3.42	1.	4.20	10.05	4.94	1.	6.95	1.	8.54	20.43
stown, Md.)	PRR	150	13,920	19.27	2.68	46.31	—	—	65.58	36.58	2.68	87.98	—	—	124.56
Total		881	64,158	\$100.16		\$ 62.86		\$ 8.98	\$172.00	\$174.57		\$117.20		\$ 16.65	\$308.42
hatham, Pa.	PRR	167	11,573	\$ 16.02	1.	\$ 17.28	1.	\$ 5.31	\$ 38.61	\$ 30.41	1.	\$ 32.83	1.	\$ 10.09	\$ 73.33
olis, Ind.	NYC	185	12,932	16.42	—	—	2.	13.94	30.36	35.77	—	—	2.	30.36	66.13
s, O.	B&O	383	26,312	42.20	—	—	2.	9.56	51.76	71.57	—	—	2.	16.22	87.79
un, W. Va.	W. Md.	103	9,194	16.86	2.34	8.00	2.34	9.83	34.69	34.28	2.34	16.26	2.34	19.98	70.52
Jet., Md.)	PRR	75	6,960	9.63	1.34	23.16	1.34	7.11	39.90	18.29	1.34	43.99	1.34	13.52	75.80
Total		913	66,971	\$101.13		\$ 48.44		\$ 45.75	\$195.32	\$190.32		\$ 93.08		\$ 90.17	\$373.57

[fol. 804]

RAILROAD BASIC DATA AND MANNER IN WHICH USED—YEAR 1940

	P.R.R.	C. & O.	W. Md.	Wabash	W. & L. E.	P. & W. V.
8. Per Cent. Yard is of Tot. Exps. (5+7)	44.8	36.6	31.3	46.6	36.4	26.2
9. Per Cent. Road is of Tot. Exps. (6+7)	55.2	63.4	68.7	53.4	63.6	73.8
10. Total Freight Operating Expenses	\$ 226,235,109	\$ 61,689,953	\$ 11,383,373	\$ 28,070,048	\$ 10,721,218	\$ 3,027,152
11. Terminal Prop. Frt. Opr. Exps. (10×8)	\$ 101,353,329	\$ 22,578,523	\$ 3,562,996	\$ 13,080,642	\$ 3,902,523	\$ 793,114
12. L.C.L. Tons	3,238,893	478,771	174,180	369,231	54,468	5,881
13. LCL Platform & Clerical Costs (12×13a)	\$ 5,182,229	\$ 531,436	\$ 278,688	\$ 590,770	\$ 87,149	\$ 9,410
13. (a) LCL Plat. & Clerical Cost Per Ton (FCT Mdse. Traffic Report, Exhi 112F, P. 243)	\$ 1.60	\$ 1.11	\$ 1.60	\$ 1.60	\$ 1.60	\$ 1.60
14. Term. Prop. Frt. Opr. Exps.—CL (11-13)	\$ 96,171,100	\$ 22,047,087	\$ 3,284,308	\$ 12,489,872	\$ 3,815,374	\$ 783,704
15. Carload Units (Sch. 541-AR-Excl ICL):						
(a) Originated (Cols. b and d)	2,371,351	1,038,767	144,898	194,967	163,728	55,304
(b) Terminated (Cols. b and f)	3,001,499	755,367	108,646	313,861	119,805	29,123
(c) Received from Connections (f+h)	2,001,932	495,545	299,042	436,703	203,983	80,679
(d) Delvd. to Connections (d+h)	1,371,784	778,945	335,294	317,809	247,906	106,860
(e) Total Carloads (15a+15b+70% (15c+15d))	7,734,451	2,686,277	697,579	1,036,986	599,855	215,704
16. Ratio to Carload Units of Total Originated and Terminated (15÷into(15a+15b))	69.5	66.8	36.3	49.1	47.3	39.1
17. Ratio Carloads Interchanged to Total (100%—Item 16)	30.5	33.2	63.7	51.9	52.7	60.9
18. Terminal Cost Per Carload (14÷15e)×16)200%	\$ 17.28	\$ 10.966	\$ 3.418	\$ 11.83	\$ 6.02	\$ 2.84
19. Interchange Cost per CL (70% 14÷15e×17) 200%	\$ 5.309	\$ 3.815	\$ 4.199	\$ 8.75	\$ 5.11	\$ 3.10
20. Road Prop. Frt. Opr. Exps. (10×9)	\$ 124,881,780	\$ 39,111,430	\$ 7,820,377	\$ 14,989,406	\$ 6,818,695	\$ 2,234,038
21. Gross Ton Miles—Revenue (Thous.)	90,252,213	38,410,402	4,264,321	12,541,820	3,046,212	679,737
22. Road Cost Per 1000 Gross Ton Mi. (20÷21)	\$ 1.384	\$ 1.018	\$ 1.834	\$ 1.195	\$ 2.238	\$ 3.287
23. Investment (Incl. Cash, Matl. & Supplies) Frt. service	\$1,824,803,501	\$ 506,424,092	\$ 161,094,159	\$ 248,661,313	\$ 95,699,390	\$ 56,479,452
24. 5 3/4% Return on Investment	\$ 104,926,201	\$ 29,119,385	\$ 9,262,915	\$ 14,298,026	\$ 5,502,715	\$ 3,247,568
25. Passenger Deficiency	\$ 57,850,176	\$ 12,145,814	\$ 1,038,764	\$ 4,695,384	\$ 1,038,764	\$ 4,695,384
26. Tot. Frt. Opr. Exps., Rents, 5 3/4% Return	\$ 371,876,265	\$ 106,998,378	\$ 22,094,563	\$ 48,205,474	\$ 17,572,600	\$ 6,473,031
27. Tot. Frt. Opr. Exps., Rents, 5 3/4% Pass. Def.	\$ 429,726,441	\$ 119,144,192	\$ 23,133,327	\$ 52,900,858	\$ 17,572,600	\$ 6,475,416
28. Per Cent. Item 26 of Item 10	1.644	1.734	1.942	1.717	1.639	2.139
29. Per Cent. Item 27 of Item 10	1.900	1.931	2.033	1.885	1.639	2.139
30. Term. Cost Per Car Inc. Ovhd. Ex. Pass. Def. (Item 28 18×28)	\$ 28.41	\$ 19.02	\$ 6.64	\$ 20.31	\$ 9.87	\$ 6.07
31. Term. Cost Per Car Inc. All Ovhd. (18×29)	\$ 32.83	\$ 21.18	\$ 6.95	\$ 22.30	\$ 9.87	\$ 6.07
32. Interchg. Cost Per Car, Inc. Ovhd., Except Pass. Def. (19×28)	\$ 8.73	\$ 6.62	\$ 8.15	\$ 15.02	\$ 8.38	\$ 6.63
33. Interchg. Cost Per Car, Inc. All Ovhd. (19×29)	\$ 10.09	\$ 7.367	\$ 8.54	\$ 16.49	\$ 8.38	\$ 6.63
34. Road Cost Per 1000 GTM Inc. Ovhd., Except Pass. Def. (22×28)	\$ 2.274	\$ 1.765	\$ 3.562	\$ 2.05	\$ 3.67	\$ 7.03
35. Road Cost Per 1000 GTM Inc. All Ovhd. (22×29)	\$ 2.628	\$ 1.966	\$ 3.729	\$ 2.25	\$ 3.67	\$ 7.03

	N. & W.	CCC&STL (NYCRR)	Rdg. Co.
1. Select. Yd. & Sta. Exps. (Yd. Prop. Accts. 202-222, Ex. Depr., 227, 373, 376-391, Yd. Prop. 308)—Frt.	\$ 7,913,038	\$ 51,659,464	\$ 9,295,431
2. Select. Road Exps. (Rd. Prop. 202-222, Ex. Depr., Accts. 392-402; 412-413, Rd. Prop. 308)	\$ 9,000,165	\$ 61,389,751	\$ 12,088,269
3. Adjustment for Train Switching:			
(a) Yd. Exps.—Frt. (Yd. Props. 308, 378-389)	\$ 4,127,145	\$ 28,594,021	\$ 4,848,091
(b) Yard Switching Loco. Miles—Frt.	\$ 2,596,320	\$ 22,857,865	\$ 4,710,966
(c) Exps. Per Loco. Mile (a÷b)	\$ 1.590	\$ 1.251	\$ 1.035
(d) Train Switching Loco. Miles—Frt.	\$ 798,447	\$ 4,816,591	\$ 1,021,964
(e) Train Switching Exps. Adjusted (d×c)	\$ 1,269,530	\$ 6,025,555	\$ 1,057,733
4. Adjust. of Intermediate Classification:			
(a) Yard Exps.—Frt. (Yd. Prop. 202-222, Ex. Depr., 377-389; Yd. Prop. 308)	\$ 5,741,005	\$ 36,418,500	\$ 5,980,186
(b) Carload Units (Sch. 540AR Cols. b+d)+ (b+f)+70% (f+h)+(d+h)+LCL	\$ 2,097,545	\$ 7,218,641	\$ 2,702,513
(c) Expenses Per Carload Unit (a÷b)	\$ 2.737	\$ 5.046	\$ 2.213
(d) .17 Times CL Unit Exp. (17×c)	\$ 465	\$ 858	\$ 376
(e) Average Haul—Revenue Freight	\$ 276.2	\$ 214.7	\$ 89.3
(f) Avg. Haul Bet. Intermediate Yardings	\$ 109.2	\$ 113.8	\$ 91.0
(g) No. intermediate Yardings (e-f)÷f	\$ 1.529	\$.887	\$ —
(h) Classification Exps. Adj. (b÷2)×d×g	\$ 745,661	\$ 2,746,859	\$ —
5. Adj. Select. Yd. & Sta. Exps.—Frt. (1÷3e)-4h	\$ 8,436,907	\$ 54,937,160	\$ 10,353,164
6. Adj. Select. Road Exps.—Frt. (2-3e)+4h	\$ 18,476,296	\$ 58,111,055	\$ 11,030,536
7. Total Yard & Road Expenses (5+6)	\$ 26,913,203	\$ 113,048,215	\$ 21,383,700
8. Percent. Yard of Total Exps. (5÷7)	31.3	48.6	48.4
9. Percent. Road of Total Exps. (6÷7)	31.3	48.6	48.4

15. Carload Units (Sch. 541AR-Ex. LCL):

	N. & W.	CCC&STL (NYC)
(a) Originated (Cols. b and d)	887,258	1,643,260
(b) Terminated (Cols. b and f)	293,132	2,331,313
(c) Rec. From Conns. (Col. f+h)	236,090	2,124,641
(d) Delvd. To Conns. (Col. d+h)	830,216	1,436,588
(e) Total Carloads (15a+15b)+70% 15c+15d	1,926,804	6,467,423
16. Ratio CL Orig. & Term. to Total	61.2	61.5
17. Ratio CL Interchg. to Total (100%—16)	38.8	38.5
18. Term. Cost Per CL (14÷15e)×16)200%	\$ 9.62	\$ 15.91
19. Interchg. Cost Per CL (70% 14÷15e)×17)200%	\$ 6.10	\$ 6.97
20. Road Prop. Frt. Opr. Exps. (10×9)	\$ 34,264,125	\$ 91,352,429
21. Gross Ton Miles—Revenue (Thous.)	29,694,904	71,947,034
22. Road Cost Per 1000 GTM (20÷21)	\$ 1.154	\$ 1.270
23. Investment (Incl. Cash, Matl. & Suppl.)	\$ 477,723,195	\$ 2,101,081,473
24. 5 3/4% Return on Investment	\$ 27,469,084	\$ 120,812,185
25. Passenger Deficiency	\$ 7,954,513	\$ 54,502,638
26. Tot. Frt. Opr. Exps., Rents, 5 3/4% Ret.	\$ 90,775,977	\$ 332,487,051
27. Tot. Frt. Opr. Exp., Rts., 5 3/4% Rt., Pass. D.	\$ 98,730,490	\$ 386,989,689
28. Percent. Item 26 of Item 10	1.82	1.871
29. Percent. Item 27 of Item 10	1.98	2.178
30. Term. Cost Per Car, Incl. Ovhd. Ex. Pass. Defcy. (18×28)	\$ 17.51	\$ 29.77
31. Term. Cost Per Car, Incl. All Ovhd. (18×29)	\$ 19.05	\$ 34.65
32. Interchg. Cost Per CL, Incl. Ovhd., Except Pass. Defcy. (19×28)	\$ 11.10	\$ 13.04

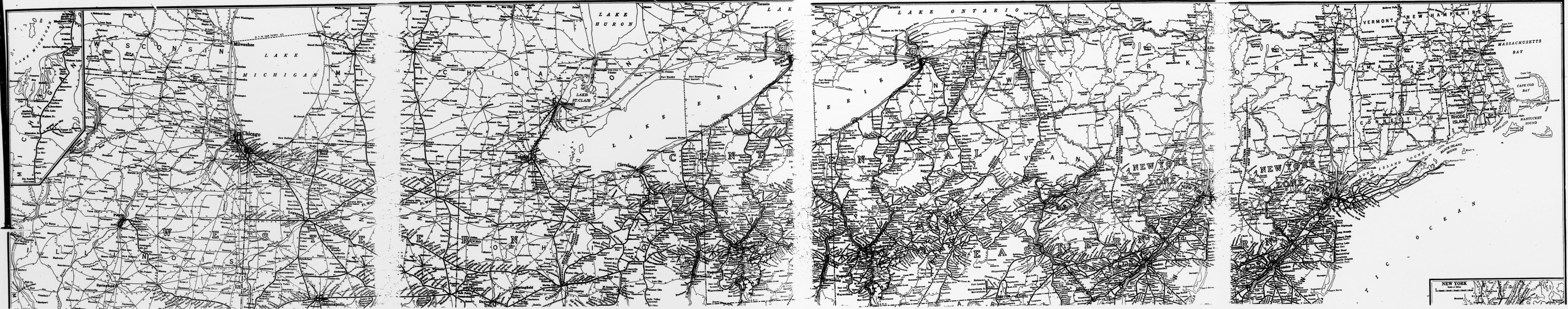
RAILROAD BASIC DATA AND MANNER IN WHICH USED—YEAR 1940

	P.R.R.	C. & O.	W. Md.	Wabash	W. & L. E.	P. & W. Va.	B. & O.
Tot. Exps. (5+7)	44.8	36.6	31.3	46.6	36.4	26.2	38.8
Tot. Exps. (6+7)	55.2	63.4	68.7	53.4	63.6	73.8	61.2
ing Expenses	\$ 226,235,109	\$ 61,689,953	\$ 11,383,373	\$ 28,070,048	\$ 10,721,218	\$ 3,027,152	\$ 102,192,156
Opr. Exps. (10×8)	\$ 101,353,329	\$ 22,578,523	\$ 3,562,996	\$ 13,080,642	\$ 3,902,523	\$ 793,114	\$ 39,650,557
ical Costs (12×13a)	\$ 3,238,893	\$ 478,771	\$ 174,180	\$ 369,231	\$ 54,468	\$ 5,881	\$ 1,106,670
ical Cost Per Ton (FCT Mdse. Traffic Report, Exhi 112F, P. 243)	\$ 5,182,229	\$ 531,436	\$ 278,688	\$ 590,770	\$ 87,149	\$ 9,410	\$ 1,770,672
or Exps.—CL (11-13)	\$ 96,171,100	\$ 22,047,087	\$ 3,284,308	\$ 12,489,872	\$ 3,815,374	\$ 783,704	\$ 37,879,885
541-AR-Excl ICL:							
b and d)	2,371,351	1,038,767	144,898	194,967	163,728	55,304	1,213,498
b and f)	3,001,499	755,367	108,646	313,861	119,805	29,123	1,285,246
connections (f+h)	2,001,932	495,545	299,042	436,703	203,983	80,679	962,407
ctions (d+h)	1,371,784	778,945	335,294	317,809	247,906	106,860	890,659
15a+15b+70% (15c+15d))	7,734,451	2,686,277	697,579	1,036,986	599,855	215,704	3,795,890
its of Total Originated and Terminated (15÷into(15a+15b))	69.5	66.8	36.3	49.1	47.3	39.1	65.8
interchanged to Total (100%—Item 16)	30.5	33.2	63.7	51.9	52.7	60.9	34.9
arload (14÷15e)×16)200%	\$ 17.28	\$ 10.966	\$ 3.418	\$ 11.83	\$ 6.02	\$ 2.84	\$ 13.13
CL (70% 14÷15e×17) 200%	\$ 5.309	\$ 3.815	\$ 4.199	\$ 8.75	\$ 5.11	\$ 3.10	\$ 4.78
Exps. (10×9)	\$ 124,881,780	\$ 39,111,430	\$ 7,820,377	\$ 14,989,406	\$ 6,818,695	\$ 2,234,038	\$ 62,541,599
evenue (Thous.)	90,252,213	38,410,402	4,264,321	12,541,820	3,046,212	679,737	39,037,481
Gross Ton Mi. (20÷21)	\$ 1.384	\$ 1.018	\$ 1.834	\$ 1.195	\$ 2.238	\$ 3.287	\$ 1.604
ash, Matl. & Supplies) Frt. service	\$1,824,803,501	\$ 506,424,092	\$ 161,094,159	\$ 248,661,313	\$ 95,699,390	\$ 56,479,452	\$ 790,376,979
vestment	\$ 104,926,201	\$ 29,119,385	\$ 9,262,915	\$ 14,298,026	\$ 5,502,715	\$ 3,247,568	\$ 45,446,676
	\$ 57,850,176	\$ 12,145,814	\$ 1,038,764	\$ 4,695,384	\$ 1,038,764	\$ 4,695,384	\$ 13,427,191
Rents, 5 3/4% Return	\$ 371,876,265	\$ 106,998,378	\$ 22,094,563	\$ 48,205,474	\$ 17,572,600	\$ 6,473,031	\$ 159,925,217
Rents, 5 3/4% Pass. Def.	\$ 429,726,441	\$ 119,144,192	\$ 23,133,327	\$ 52,900,858	\$ 17,572,600	\$ 6,475,416	\$ 173,352,408
Item 10	1.644	1.734	1.942	1.717	1.639	2.139	1.696
Item 10	1.900	1.931	2.033	1.885	1.639	2.139	1.696
Inc. Ovhd. Ex. Pass. Def. (Item 28 18×28)	\$ 28.41	\$ 19.02	\$ 6.64	\$ 20.31	\$ 9.87	\$ 6.07	\$ 20.54
Inc. All Ovhd. (18×29)	\$ 32.83	\$ 21.18	\$ 6.95	\$ 22.30	\$ 9.87	\$ 6.07	\$ 22.27
ar, Inc. Ovhd., Except Pass. Def. (19×28)	\$ 8.73	\$ 6.62	\$ 8.15	\$ 15.02	\$ 8.38	\$ 6.63	\$ 7.40
ar, Inc. All Ovhd. (19×29)	\$ 10.09	\$ 7.367	\$ 8.54	\$ 16.49	\$ 8.38	\$ 6.63	\$ 8.11
GTM Inc. Ovhd., Except Pass. Def. (22×28)	\$ 2.274	\$ 1.765	\$ 3.562	\$ 2.05	\$ 3.67	\$ 7.03	\$ 2.51
GTM Inc. All Ovhd. (22×29)	\$ 2.628	\$ 1.966	\$ 3.729	\$ 2.25	\$ 3.67	\$ 7.03	\$ 2.72

	N. & W.	CCC&STL (NYCRR)	Rdg. Co.
ps. (Yd. Prop. Accts. 202-7, 373, 376-391, Yd. Prop. 308)—Frt.	\$ 7,913,038	\$ 51,659,464	\$ 9,295,431
(Rd. Prop. 202-222, Ex. Depr., 392-402; 412-413, Rd. Prop. 308)	\$ 9,000,165	\$ 61,389,751	\$ 12,088,269
Switching:			
Yd. Props. 308, 378-389)	\$ 4,127,145	\$ 28,594,021	\$ 4,848,091
Loco. Miles—Frt.	\$ 2,596,320	\$ 22,857,865	\$ 4,710,966
Mile (a÷b)	\$ 1.590	\$ 1.251	\$ 1.035
Loco. Miles—Frt.	\$ 798,447	\$ 4,816,591	\$ 1,021,964
Exps. Adjusted (d×c)	\$ 1,269,530	\$ 6,025,555	\$ 1,057,733
ate Classification:			
(Yd. Prop. 202-222, Ex. Depr. 308)	\$ 5,741,005	\$ 36,418,500	\$ 5,980,186
Sch. 540AR Cols. b+d)+ (b+f)+(d+h)+LCL	\$ 2,097,545	\$ 7,218,641	\$ 2,702,513
road Unit (a÷b)	\$ 2.737	\$ 5.046	\$ 2.213
it Exp. (17×c)	\$ 465	\$ 858	\$ 376
Revenue Freight	\$ 276.2	\$ 214.7	\$ 89.3
Intermediate Yardings	\$ 109.2	\$ 113.8	\$ 91.0
Yardings (e-f)÷f	\$ 1.529	\$.887	\$ —
ps. Adj. (b÷2)×d×g	\$ 745,661	\$ 2,746,859	\$ —
a. Exps.—Frt. (1÷3e)-4h	\$ 8,436,907	\$ 54,937,160	\$ 10,353,164
ss.—Frt. (2-3e)+4h	\$ 18,476,296	\$ 58,111,055	\$ 11,030,536
Expenses (5+6)	\$ 26,913,203	\$ 113,048,215	\$ 21,383,700
al Exps. (5÷7)	31.3	48.6	48.4
al Exps. (6÷7)	31.3	48.6	48.4

15. Carload Units (Sch. 541AR-Ex. LCL):

(a) Originated (Cols. b and d)	887,258	1,643,260	633,562
(b) Terminated (Cols. b+f)	293,132	2,331,313	724,813
(c) Rec. From Conns. (Col. f+h)	236,090	2,124,641	808,384
(d) Delv. To Conns. (Col. d+h)	830,216	1,436,588	717,133
(e) Total Carloads (15a+15b)+70% 15c+15d)	1,926,804	6,467,423	2,426,678
16. Ratio CL Orig. & Term. to Total	61.2	61.5	56.0
17. Ratio CL Interchg. to Total (100%—16)	38.8	38.5	44.0
18. Term. Cost Per CL (14÷15e)×16)200%	\$ 9.62	\$ 15.91	\$ 7.27
19. Interchg. Cost Per CL (70% 14÷15e)×17)200%	\$ 6.10	\$ 6.97	\$ 4.00
20. Road Prop. Frt. Opr. Exps. (10×9)	\$ 34,264,125	\$ 91,352,420	\$ 17,955,002
21. Gross Ton Miles—Revenue (Thous.)	29,694,904	71,947,034	10,802,259
22. Road Cost Per 1000 GTM (20÷21)	\$ 1.154	\$ 1.270	\$ 1.662
23. Investment (Incl. Cash. Matl. & Suppl.)	\$ 477,723,195	\$2,101,081,473	\$ 355,866,511
24. 53 ⁴ / ₇ % Return on Investment	\$ 27,469,084	\$ 120,812,185	\$ 20,462,324
25. Passenger Deficiency	\$ 7,954,513	\$ 54,502,638	\$ 8,833,238
26. Tot. Frt. Opr. Exps., Rents, 53 ⁴ / ₇ % Ret.	\$ 90,775,977	\$ 332,487,051	\$ 61,140,998
27. Tot. Frt. Opr. Exp., Rts., 53 ⁴ / ₇ % Rt., Pass. D.	\$ 98,730,490	\$ 386,989,689	\$ 59,974,236
28. Percent. Item 26 of Item 10	1.82	1.871	1.757
29. Percent. Item 27 of Item 10	1.98	2.178	2.011
30. Term. Cost Per Car, Incl. Ovhd. Ex. Pass. Defcy. (18×28)	\$ 17.51	\$ 29.77	\$ 12.77
31. Term. Cost Per Car, Incl. All Ovhd. (18×29)	\$ 19.05	\$ 34.65	\$ 14.62
32. Interchg. Cost Per CL, Incl. Ovhd., Except Pass. Defcy. (19×28)	\$ 11.10	\$ 13.04	\$ 7.03
33. Interchg. Cost Per CL, Incl. All Ovhd. (19×29)	\$ 12.08	\$ 15.18	\$ 8.04
34. Road Cost Per 1000 GTM, Incl. Ovhd., except	\$ 2.10	\$ 2.376	\$ 2.920



(e) Total Carloads (15a+15b+70% (15c+15d))	7,734,451	2,686,277	697,579	1,036,986	599,855	215,704
16. Ratio to Carload Units of Total Originated and Terminated (15÷into(15a+15b))	69.5	66.8	36.3	49.1	47.3	39.1
17. Ratio Carloads Interchanged to Total (100%—Item 16)	30.5	33.2	63.7	51.9	52.7	60.9
18. Terminal Cost Per Carload (14÷15e)×16)200%	\$ 17.28	\$ 10.966	\$ 3.418	\$ 11.83	\$ 6.02	\$ 2.84
19. Interchange Cost per CL (70% 14÷15e×17) 200%	\$ 5.309	\$ 3.815	\$ 4.199	\$ 8.75	\$ 5.11	\$ 3.10
20. Road Prop. Frt. Opr. Exps. (10×9)	\$ 124,881,780	\$ 39,111,430	\$ 7,820,377	\$ 14,989,406	\$ 6,818,695	\$ 2,234,038
21. Gross Ton Miles—Revenue (Thous.)	\$ 90,252,213	\$ 38,410,402	\$ 4,264,321	\$ 12,541,820	\$ 3,046,212	\$ 679,737
22. Road Cost Per 1000 Gross Ton Mi. (20÷21)	\$ 1.384	\$ 1.018	\$ 1.834	\$ 1.195	\$ 2.238	\$ 3.287
23. Investment (Incl. Cash, Matl. & Supplies) Frt. service	\$1,824,803,501	\$ 506,424,092	\$ 161,094,159	\$ 248,661,313	\$ 95,699,390	\$ 56,479,452
24. 5¼% Return on Investment	\$ 104,926,201	\$ 29,119,385	\$ 9,262,915	\$ 14,298,026	\$ 5,502,715	\$ 3,247,568
25. Passenger Deficiency	\$ 57,850,176	\$ 12,145,814	\$ 1,038,764	\$ 4,695,384	\$ —	\$ 2,385
26. Tot. Frt. Opr. Exps., Rents, 5¼% Return	\$ 371,876,265	\$ 106,998,378	\$ 22,094,563	\$ 48,205,474	\$ 17,572,600	\$ 6,473,031
27. Tot. Frt. Opr. Exps., Rents, 5¼% Pass. Def.	\$ 429,726,441	\$ 119,144,192	\$ 23,133,327	\$ 52,900,858	\$ 17,572,600	\$ 6,475,416
28. Per Cent. Item 26 of Item 10	1.644	1.734	1.942	1.717	1.639	2.138
29. Per Cent. Item 27 of Item 10	1.900	1.931	2.033	1.885	1.639	2.139
30. Term. Cost Per Car Inc. Ovhd. Ex. Pass. Def. (Item 28 18×28)	\$ 28.41	\$ 19.02	\$ 6.64	\$ 20.31	\$ 9.87	\$ 6.07
31. Term. Cost Per Car Inc. All Ovhd. (18×29)	\$ 32.83	\$ 21.18	\$ 6.95	\$ 22.30	\$ 9.87	\$ 6.07
32. Interchg. Cost Per Car, Inc. Ovhd., Except Pass. Def. (19×28)	\$ 8.73	\$ 6.62	\$ 8.15	\$ 15.02	\$ 8.38	\$ 6.63
33. Interchg. Cost Per Car, Inc. All Ovhd. (19×29)	\$ 10.09	\$ 7.367	\$ 8.54	\$ 16.49	\$ 8.38	\$ 6.63
34. Road Cost Per 1000 GTM Inc. Ovhd., Except Pass. Def. (22×28)	\$ 2.274	\$ 1.765	\$ 3.562	\$ 2.05	\$ 3.67	\$ 7.03
35. Road Cost Per 1000 GTM Inc. All Ovhd. (22×29)	\$ 2.628	\$ 1.966	\$ 3.729	\$ 2.25	\$ 3.67	\$ 7.03

	N. & W.	CCC&STL (NYCRR)	Rdg. Co.
1. Select. Yd. & Sta. Exps. (Yd. Prop. Accts. 202-222, Ex. Depr., 227, 373, 376-391, Yd. Prop. 308)—Frt.	\$ 7,913,038	\$ 51,659,464	\$ 9,295,431
2. Select. Road Exps. (Rd. Prop. 202-222, Ex. Depr., Accts. 392-402; 412-413, Rd. Prop. 308)	\$ 9,000,165	\$ 61,389,751	\$ 12,088,269
3. Adjustment for Train Switching:			
(a) Yd. Exps.—Frt. (Yd. Props. 308, 378-389)	\$ 4,127,145	\$ 28,594,021	\$ 4,848,091
(b) Yard Switching Loco. Miles—Frt.	2,596,320	22,857,865	4,710,966
(c) Exps. Per Loco. Mile (a÷b)	\$ 1.590	\$ 1.251	\$ 1.035
(d) Train Switching Loco. Miles—Frt.	798,447	4,816,591	1,021,964
(e) Train Switching Exps. Adjusted (d×c)	\$ 1,269,530	\$ 6,025,555	\$ 1,057,733
4. Adjust. of Intermediate Classification:			
(a) Yard Exps.—Frt. (Yd. Prop. 202-222, Ex. Depr., 377-389; Yd. Prop. 308)	\$ 5,741,005	\$ 36,418,500	\$ 5,980,186
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(c) Expenses Per Carload Unit (a÷b)	\$ 2.737	\$ 5.046	\$ 2.213
(d) .17 Times CL Unit Exp. (.17×c)	\$.465	\$.858	\$.376
(e) Average Haul—Revenue Freight	276.2	214.7	89.3
(f) Avg. Haul Bet. Intermediate Yardings	109.2	113.8	91.0
(g) No. intermediate Yardings (e÷f)÷f	1.529	.887	—
(h) Classification Exps. Adj. (b÷2)×d×g	\$ 745,661	\$ 2,746,859	\$ —
5. Adj. Select. Yd. & Sta. Exps.—Frt. (1÷3e)÷4h	\$ 8,436,907	\$ 54,937,160	\$ 10,353,164
6. Adj. Selec. Road Exps.—Frt. (2÷3e)÷4h	\$ 18,476,296	\$ 58,111,055	\$ 11,030,536
7. Total Yard & Road Expenses (5+6)	\$ 26,913,203	\$ 113,048,215	\$ 21,383,700
8. Percent. Yard of Total Exps. (5÷7)	31.3	48.6	48.4
9. Percent. Road of Total Exps. (6÷7)	68.7	51.4	51.6
10. Tot. Frt. Opr. Exps.	\$ 49,875,000	\$ 177,728,443	\$ 34,796,516
11. Terminal Prop. Frt. Opr. Exps. (10×8)	\$ 15,610,875	\$ 86,376,023	\$ 16,841,514
12. L.C.L. Tons	416,190	1,716,080	678,627
13. LCL Platform & Clerical Costs (12×13a)	\$ 461,971	\$ 2,745,728	\$ 1,085,803
14. Term. Prop. Frt. Opr. Exps.—CL (11—13)	\$ 15,148,904	\$ 83,630,295	\$ 15,755,711
13(a). ICL Plat. & Clerical Cost Per Ton	\$ 1.11	\$ 1.60	\$ 1.60

Baltimore & Ohio

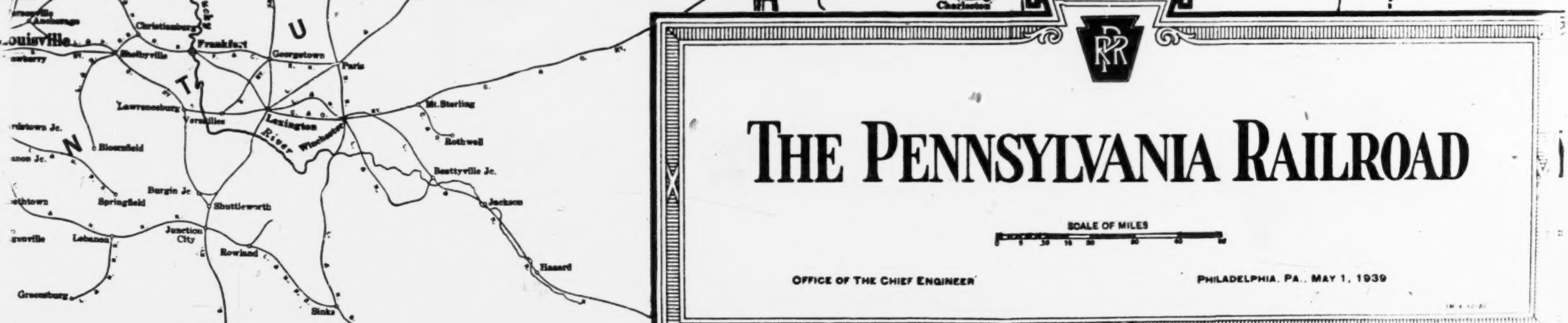
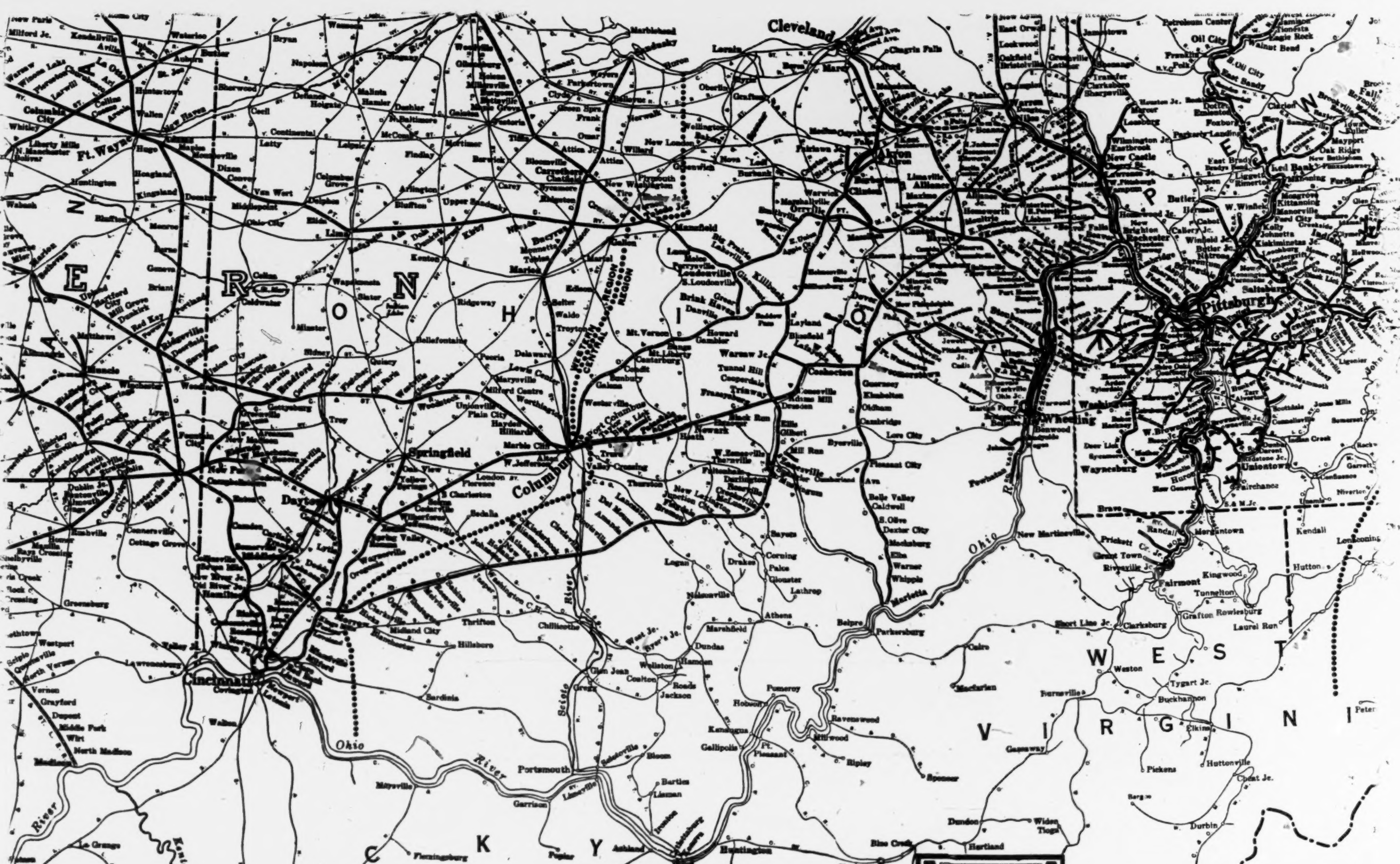
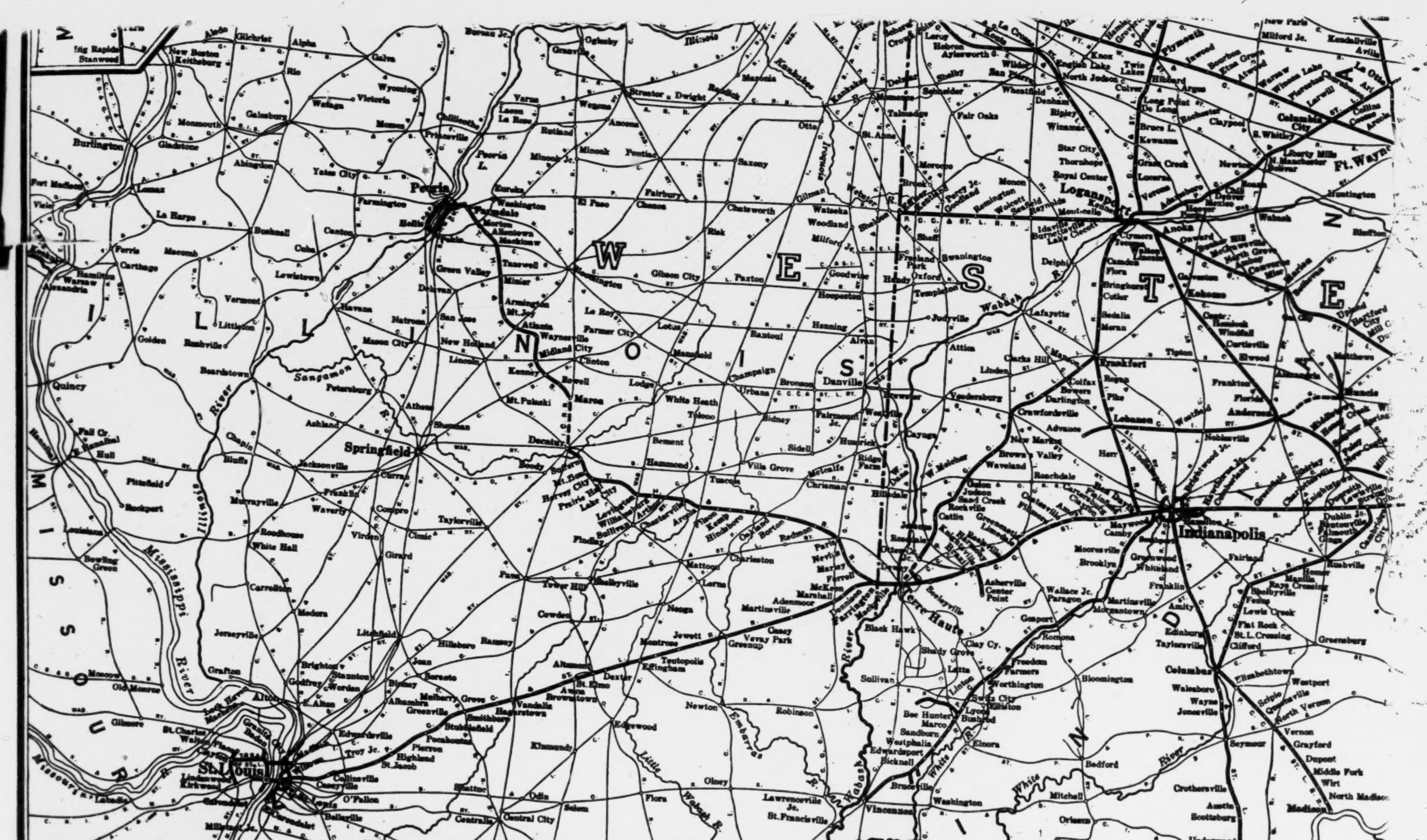
	Total	Revenue	Non-Revenue
Loaded Freight Car Miles	591,712,966	564,050,591	27,662,375
Empty Freight Car Miles	371,363,953	350,617,172	20,746,781
Total Freight Car Miles	963,076,919	914,667,763	48,409,156
Per Cent.	100.0	95.0	5.0
Caboose Car Miles	19,011,148	18,060,591	950,557
Total Car Miles	982,088,067	932,728,354	49,359,713
Revenue Tons Carried	86,048,712		
Net Ton Miles (Thous.)	18,674,619	17,568,124	1,106,495
Tare Ton Miles (Thous.)	22,314,156	21,198,448	1,115,708
Caboose Ton Miles—15 Tons (Thous.)	285,167	270,909	14,258
Total Gross Ton Miles (Excl. Locos. and Tenders) (Thous.)	41,273,942	29,037,481	2,236,461
Average Haul		204.2	

Delvd. to Connections (d+h)	1,371,784	778,945	335,294	317,809	247,906	106,860	890,659
Total Carloads (15a+15b+70% (15c+15d))	7,734,451	2,686,277	697,579	1,036,986	599,855	215,704	3,795,890
Ratio to Carload Units of Total Originated and Terminated (15÷into(15a+15b))	69.5	66.8	36.3	49.1	47.3	39.1	65.8
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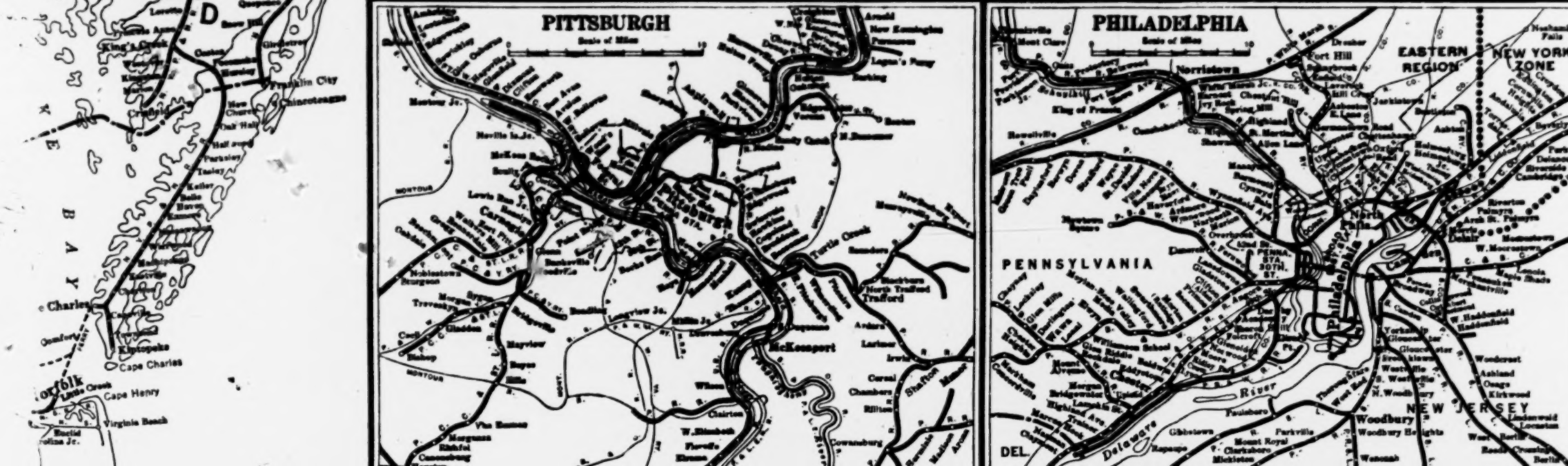
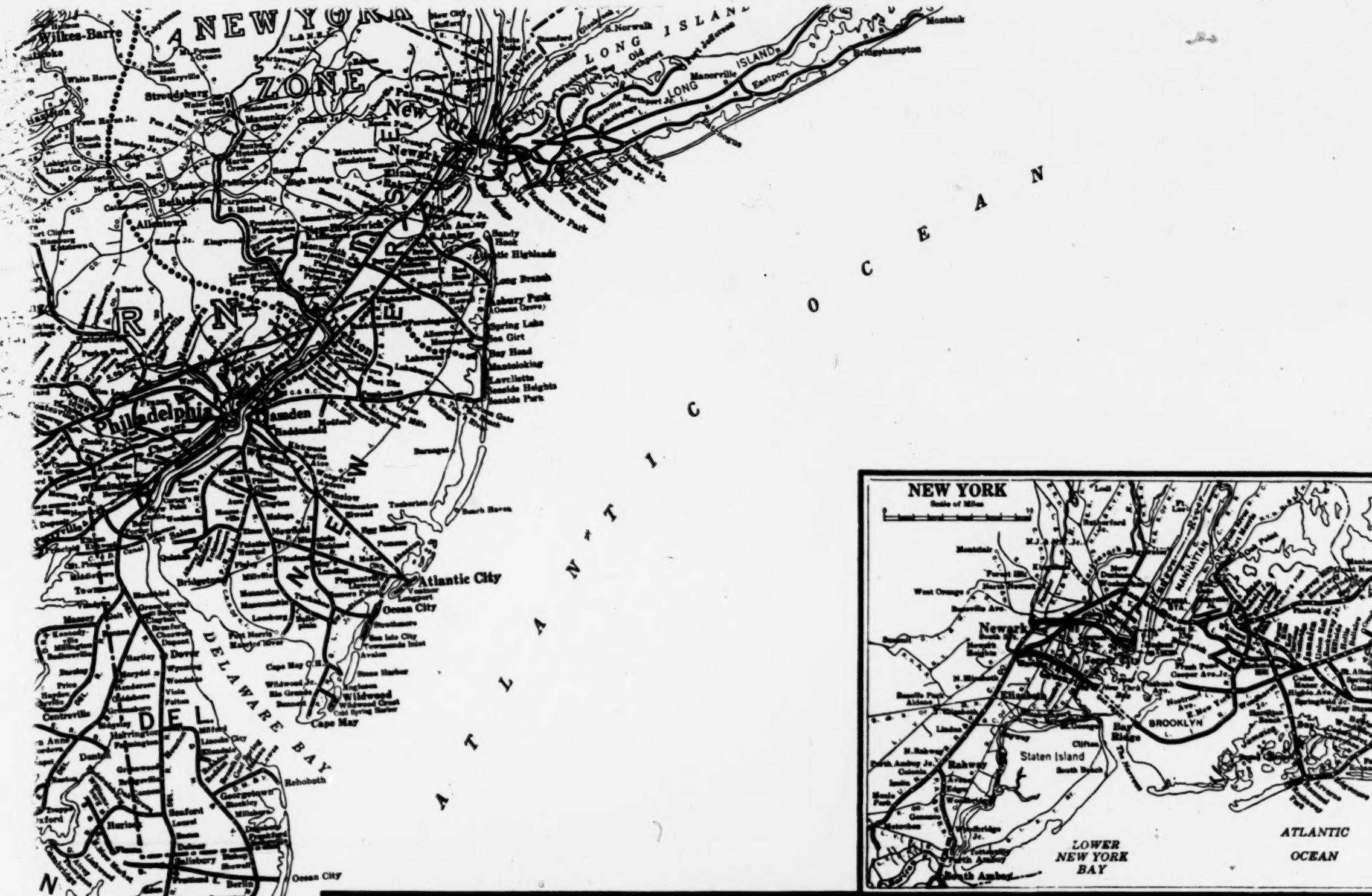
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PHILADELPHIA, PA., MAY 1, 1939



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